CYCLE NEWS®

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World Championship Superbike Series

Flyin' Fred Merkel does it again!

TIME DATED MATERIAL MAILED NOVEMBER 28, 1989

Japanese Supercross

Bayle, Bradshaw split wins in the Orient

BMWs for the '90s • Vintage MX finale

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

Four-time National Hare & Hound Champion Dan Smith (KTM) was the overall winner of the Barstow-to-Vegas Hare & Hound, which started on the U.S. Army's National Training Center at Fort Irwin, California, and ended approximately 140 miles later at the California/Nevada border near Las Vegas, November 25. Finishing second overall was 1984 B-to-V winner Chris Crandall (ATK), while Larry Roeseler (Kaw), last year's B-to-V winner Bruce Ogilvie (Hon) and the 250cc class winner Mike Baker (Yam) rounded out the top five. Taking the 125cc class victory in eighth overall was Eric Hallgath (Yam).

Riders from 33 different states made for 3160 entries in the November 21-25 Florida Winter National Olympics at Gainesville's Gatorback MX Park. Ohioan Josh Steel (Hon) earned the Scott Golden Goggle Award for the top Amateur performance. The Bronze Boot, which is presneted to the top minibike rider, went to Louisiana's Kevin Windham (Kaw) who registered the event's only perfect performance with wins in all four types of competition.

Canadian Ricky Joseph, 16, died on November 25 as a result of head injuries sustained in a practice session at the Florida Winter National Olympics. Joseph had topped the 125cc B class in the event's opening event, a TT program on November 22. Expressions of sympathy can be sent to his parents, Richard and Ellie Joseph, RR #1, Ohsweken, Ontario, Canada, NOA 1MO. Gospeed, Ricky.

Irish road racer Robert Dunlop (Hon) won the November 26 Macau Grand Prix in Macau, a Portuguese territory on mainland China. Dunlop topped Phillip McCallen (Hon) and Steve Hislop (Hon).

Road race tuner Kel Carruthers will work directly with the Yamaha Motor Corporation as an engineer during the 1990 Grand Prix season. The Australian, who won the 250cc World Championship in 1969, was contracted to Yamaha in the late '70s and early '80s, winning three World Championships with Kenny Roberts, before working for the Giacomo Agostini-owned Marlboro Yamaha team where he had a hand in Eddie Lawson's three World Championship titles. "For several years now I've had the opportunity to go work with Yamaha, but a strong commitment to my riders always prevented me from making the change," Carruthers said from his El Cajon, California, home on Monday, November 27. "This year I felt obligated to Agostini and the rest of the team, but now I feel it's time to move on." Carruthers said more information regarding his job would be released by Yamaha in January.

Although no official word has been released, it now appears certain that Suzuki's Grand Prix road race team will be sponsored by Lucky Strike and not Pepsi in 1990. Lucky Strike backed Kenny Roberts' Yamaha team prior to its change to Marlboro for 1990, and will now sponsor the two-rider team of Kevin Schwantz and an as-yet-unnamed teammate in next year's GPs, although Australian Kevin Magee is the man most likely to join Schwantz on the Suzuki team.

What about Pepsi, you ask? Look for the former Suzuki GP team sponsor to back a Honda team run by former Elf boss Serge Rosset with Scotland's Niall Mackenzie and Italy's Pier-Francesco Chili as the team's riders; Mackenzie rode for Team Marlboro Agostini in 1989, and Chili rode HB-backed Hondas.

Randy Renfrow will ride an American Honda-backed RC30 for Commonwealth Racing in the 1990 AMA National Superbike Road Race Championship. According to team owner Martin Adams, Renfrow will ride the RS750-powered Pro Twins machine on which he won the '89 Pro Twins GP title at Daytona in March, and then give that bike an "honorable retirement" in order to concentrate on the Superbike crown. American Honda employees Ray Plumb and Brian Uchida will continue to provide technical assistance. If Renfrow can win the Superbike title, he will become the first rider ever to win titles in all four of the AMA's road race categories — Renfrow previously won titles in the F-1 (now defunct), F-2 (now called 250cc GP) and Pro Twins classes.

Kevin Schwantz will be a busy man in the month of December. The Texan, who finished fourth in the 1989 500cc World Championship, is scheduled to receive a rider of the year award from an Italian motorcycle magazine early in the month before attending a Pepsi press conference in Austria on December 6. He will then go snow skiing in Austria on the 9th before going to Spain for the Suzuki World Cup at Jerez on the 15th. "They're letting me come home for Christmas," Schwantz said.

Renard Fiscus' Track Riders Association has added a two-day open track session to its 1989 schedule of open track days at Willow Springs International Raceway in Rosamond, California. The new dates fall on New Year's Eve weekend, December 30-31. For more information, call 818/365-8038.

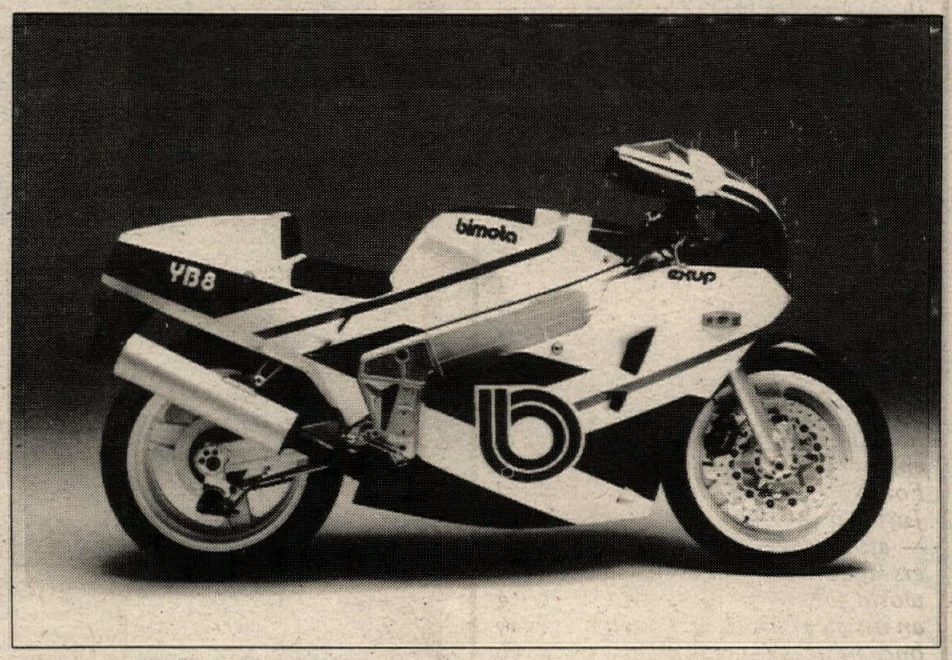
According to U.S. Rotax importer Tony Murphy, Aprilia has orders for 30 1990 250cc road racers in Europe, but there will be none imported into the U.S. "They just cost too much," Murphy said. "They're nearly $40,000, including shipping; it just doesn't make sense for the U.S. You can buy three Yamahas for that much." Murphy's advice to those who would consider campaigning an Aprilia is to buy a used tandem twin: "The tandem twin makes about the same power as the V-twin, and some of the European riders say the tandem actually handles better."

Keith Code's California Superbike School will use Kawasaki ZX6s in 1990. In addition, the school has added a new feature to selected sessions in 1990 — Line Technique is the name of the new classes which will concentrate on finding, using and understanding the four basic types of lines currently in use in racing and riding. The Linetech sessions will be held on the Streets of Willow Springs circuit in Rosamond, California, on April 21 and October 20.

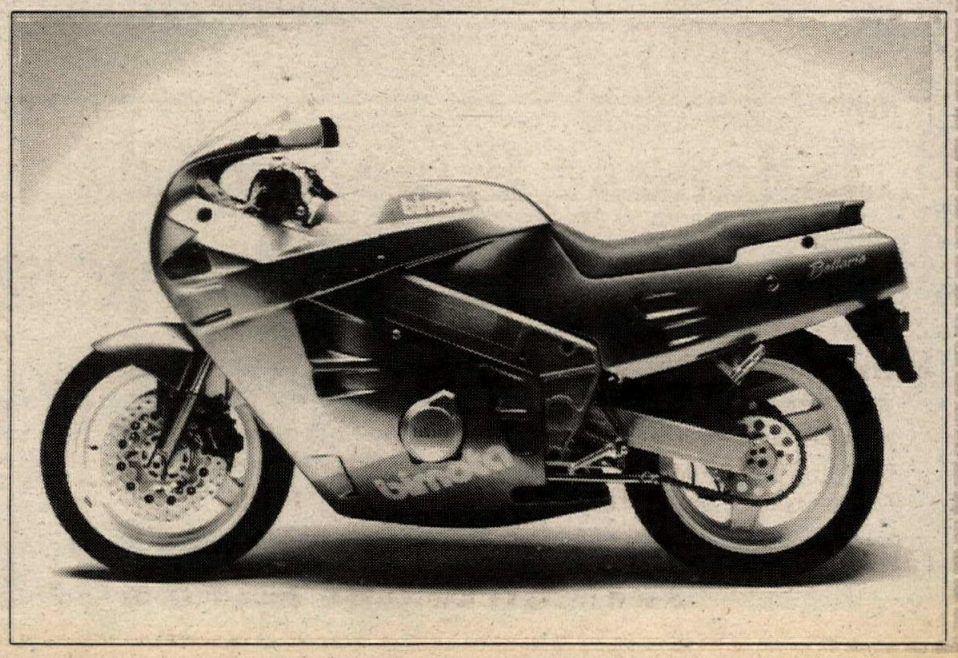
The first and last of 10 WERA Formula USA road races scheduled for television in 1990 will take place at Willow Springs International Raceway in Rosamond, California. The opening and closing shows of the series will be 90 minutes long with the remaining eight shows set at 60 minutes. The extra 30 minutes on the two shows will be used to air a Race of Champions using the California Superbike School's Kawasaki ZX6s. "I hope that all of the top riders will be able to work out riding our bikes for this event like the car guys do for IROC," school owner Keith Code said. "Some riders will have Suzuki or Yamaha contracts, but I hope we can get it across that this isn't a Kawasaki promotion but a show feature for the audience."

Innovation Sports will award CTi or MVP knee braces and cash to the top-five finishers in 1990 AMA National and Supercross events. First place in a 250/500cc National will pay $250 in addition to a knee brace, while the the 125cc class winner will receive $225 plus a brace; cash awards for a Camel Supercross Series win will be 10% higher than for a National win. In order to qualify for the contingency, riders must display CTi, MVP or Innovation Sports stickers on their

(Continued to page 4)



Bimota unveiled four new models at the November 21-27 Milan, Motorcycle Show in Italy: The Yamaha FZR1000-powered YB8 (above); the FZR600-powered Bellaria (below), Bimota's first two-seater; the Tuatara (not shown) which features a fuel-injected FZ1000 powerplant producing a claimed 152 bhp at 9500 rpm; and the YB4EI (also not shown), the street-going version of Bimota's World Superbike, powered by a fuel-injected FZ750 motor producing 121 bhp at 10,500 rpm. All may not be available in the U.S.



CYCLE dreams

That the Holidays were upon us again, and the effect was both in our favor and not.

A true dream? A real fantasy? An authentic nightmare? Paint a far distant desert in your imaginative mind, the wind hurling sand and vagrant sage. It's cold; cold enough to snap steel and freeze reason. Nothing lives, least of all Hope. It is dark, starless, entirely without compassion of any sort. And you are here. Get the picture? Now, to make it worse, you're alone. Without a friend. Without a CM or Cellular, or even a VISA or HOG card. And despite the dawn hour, the sun won't rise — because it's gone forever, never to return. The night will last a billion years. Then a billion more, and longer. So, what do you do? You smile. Why? Because you are on a Motorcycle, that's why! Or. How about another dream? Like this one, somewhere at the lost ends of the earth. Brush stroke a tropical isle across your perception's broad canvas. Color is incredibly lush, exotic, ripe with the very best in life. Waterfalls, nubile bodies, boundless riches, the works. But you are sad and miserable, thoroughly wretched in fact. Why? You guessed it. There's NO motorcycle! Or. How about this next dream? Transport yourself into the portrait of some boring existence where all is available and sufficiently adequate. A place where vanilla is both Shade and Flavor of The Year. Where nothing ever startles or excites. Except, of course — here we go again — your Motorcycle! There in your grip, ready to take you away. Three Dreams in Three Nights! Induced by that extended enterprise of Thanksgiving Eating! Of gorging (how lucky we are to, really) on turkey and stuffing, candied yams and Grandma's jams, cakes and pies and whipped cream hills. Our bellies full as those flights and freeways home. But now the holiday roads are empty again, inviting us to return. For New Rides! For New Dreams! Just this morning on my motorcycle — after squeezing myself into leathers again — I was away to another world where food, instead of being an insistent focus, was but a necessity once more. Where protein equates to corner control, and clean fluids ordain us smart. The true Rider's Diet! Let's keep the weight off and miles high! And watch out for them crazed Christmas Shoppers.

William Edgar

Over the edge

"Come on, dance till ya drop."

NATE RAUBA PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: Californian Fred Merkel captured his second straight World Superbike Championship with two third-place finishes at the final round of the series in Manfeild, New Zealand. Check out page six for race coverage. Photos by Kel Edge and Paul Carruthers.

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VOICES

Not the first?

As *Cycle News* faithful unofficial historian, I see the AMA has sanctioned a National Championship road race at Willow Springs International Raceway on September 21-23 (Great!). But the AMA says this is the track's first National Championship event. Not true!

A (one and only) AMA National Championship road race was held at Willow Springs on April 4, 1954. The race was won by Kenny Eggers of San Jose, California, on a 500cc BSA Shooting Star twin.

The rest is hazy memory, but I believe southern California's Johnny Gibson and his triumph was second. Ed Kretz, Sr., and his Triumph finished third; the National was a 125-mile event.

RUSS WHITTINGHILL
Louisville, KY

Congrats, Lou Seals

Congratulations to Lou Seals for working with the supercross promoters and pulling together a fantastic ESPN programming package for supercross in 1990.

I think everyone in motorcycling needs to take a closer look at just what Seals has accomplished. He telecasts MotoWorld weekly (with alternate repeats) on The Nashville Network. Seals has also landed a 30-event TV package with ESPN, which already includes 15 supercross shows and 14 other specials — I've already viewed a John Kocinski road racing show that was great. Now, in 1990, the shows will be expanded to one hour, doubling the motorcycle exposure on America's premier sports channel.

I am currently working in the marine motorsports industry, and have responsibility for my firm's TV production and programming. TNN and ESPN are tough nuts to crack, not even considering the prime-time slots Seals has landed.

I've been told time and time again that the times and repeats that Seals has produced on ESPN are unobtainable. I guess you have to know Mr. Seals to understand that he doesn't take no for an answer, and that he will be one of the major factors in accomplishing the resurgence of motorcycles on national TV.

If you love motorcycles, you should be mighty glad that Lou Seals picked motorcycles when he decided to make a mark on television.

TOM MUELLER
Mercury Marine
Oshkosh, WI

Viva, Bultaco!

This is in response to the sour grapes expressed in the November 22 issue by the BSA rider who competed in the Flat River National Hare Scrambles.

The total number of Bultacos entered in this race was two. The total number of Bultacos that finished was two. That's 100% of all Bultaco entries. On top of that, the total Bultacos entered finished first and second in their classes. If that ain't a sweep, I'd like to know what is.

Arlene (Hejlek) does an excellent job of covering races, and her husband, Al, is active in the Midwest Trail Riders Association which is doing an excellent job of re-opening trails in the Mark Twain National Forest. If 10% of all dirt riders were half as active as Arlene and Al, then the preservationists wouldn't have a leg to stand on.

In closing, to all you stuffed shirt English whiners, I thought you could keep a stiff upper lip.

JIM EALER
St. Clair, MO

Not a repeat

Given the amount of respect that WERA Vintage racers are given, I hardly expect you to print this letter. On the other hand, I have the utmost respect for your demonstrated journalistic accuracy and fully expect you to set the record straight.

Concerning the reporting of the WERA Vintage Finals at Road Atlanta, one important fact annually escapes the trackside announcers and was erroneously implied this year (last year we got no mention) is that the WERA Vintage Finals are not winner-take-all finals, but a year-long series. The WERA rule book clearly states under the Vintage rules section that someone can win at the Grand National Final and not be the Grand National Champion. That was the case last year when James Stewart won the Vintage IV race on his Norton and I won the title on my Guzzi after coming in second.

This year, Stewart came into the final with more points than last year and a better shot at the title. I needed to finish third or higher to retain my title. I rebroke my recently knitted collarbone in a practice tankslapper and rode to a conservative fourth place finish in the rain. I lost the title to Stewart by one point. My point is that Stewart won the title he definitely deserves for the first time and was not a repeat champion as reported in your article.

MICHAEL ANTHONY TIBERIO
Arlington, VA

VIP treatment

Having just returned from the Japan Goodwill Tour for winners of the AMA National Amateur Championships who used Yokohama tires, I would like to thank the following: Mr. Wada of Kayo Corp., Mr. Sekine of Yokohama Rubber Co., and Mr. Akano of Yamaha Motor Corp. for providing a full week of all expenses paid entertainment. The activities included sightseeing, factory tours of Yokohama and Yamaha, shopping, parties, and the Tokyo Supercross. We were treated like VIPs everywhere. Next year promises to be even better with the possibility of competing in the Tokyo Supercross.

STEVE LEWIS
Anderson, SC

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In the WIND
BY PAPA WEALEY

(Continued from page 2)

bikes, a patch in the knee vicinity of their riding pants, and be wearing a CTi or MVP knee brace. An Innovation Sports Rider Service Truck will also be at selected events. Stickers, patches and additional details are available from Innovation Sports, 7 Chrysler, Irvine, CA 92718, 714/859-4407.

"Not again!" That's all FMF owner Don Emler could say when he recently broke a bone in his lower leg only a few weeks after getting out of plaster from a broken hand. Both injuries occurred while he was dirt biking.

According to Trail Rider magazine editor Paul Clipper, a consortium of East Coast Enduro Association clubs is joining together to begin lobbying the AMA to allow them to host the 1994 ISDE in the East. Although the effort is only two weeks old, a strong committee of enthusiasts has been formed, currently being headed by Drew Smith, a 12-time ISDE veteran and long-standing member of the Ridge Riders M.C. The principal members of the committee are Smith, Lindsay Pirie (president of the Pine Barons Enduro Riders), Jamie Theurkauf (president of the Valley Forge Trail Riders), Bob Agonis (president of Central Jersey Competition Riders), Len Rehatchek of the High Mountain Dirt Riders, Dale Freitas of Meteor Motorcycle Club, and Clipper.

"We're tentatively planning on proposing the ISDE to the state of Pennsylvania, and recommending the eastern Pocono mountains as a starting area," Smith said. "We already have an incredible amount of support from the clubs, and having a large group of people available for actual work is no problem. What we're working on now is lobbying the AMA for the sanction, surveying the actual area for logistical items like lodging and transportation, and looking for corporate and private sponsors."

Dirt Sport Promotions will host a Northern vs. Southern California Short Track race at Carlsbad Raceway in Carlsbad, California, December 9. Dirt track, DTX and vintage bikes are eligible, but must run flat track rear tires (knobby fronts are okay). Call 714/645-0393 or 408/335-3348 for more information.

CORRECTION: In our report of the SCORE Baja 1000 off-road race, November 29, we listed in a caption that the second place 250cc team was Joey Lane, Charlie Morris and Danny Hammel. The team consisted of Lane, Robert Praytha and Mark Vanscourt. Plus, in the 125cc class, the second-place team was filled by Dale Wentworth and Alfredo Montiano, not Wentworth/Tim Orchard/E. Brookfield, as we reported.

Multi-time National and Supercross Champion David Bailey has

(Continued to page 46)

YAMAHA TEAM YAMAHA TEAM YAMAHA TEAM YAMAHA TEAM YAMAHA TEAM

'86-'87-'88-'89

HOW THE WEST WAS WON.

Welcome to the Baja 1000. This is the place the rattlesnake and cactus call home. This is the land of no mercy. This is also Yamaha country. 'Cause for the fourth year in a row Yamaha beat the badlands bad. November 9-11 saw the 350cc Banshee tame the wild frontier. Team Yamaha members Lance Schoonmaker, Dean Sundahl and Craig Corda put blood, sweat and gears together to win the class 25 race.

Now grab your gloves and goggles and get on down to your Yamaha dealer. And maybe next year you'll be telling your buddies how the West was won.

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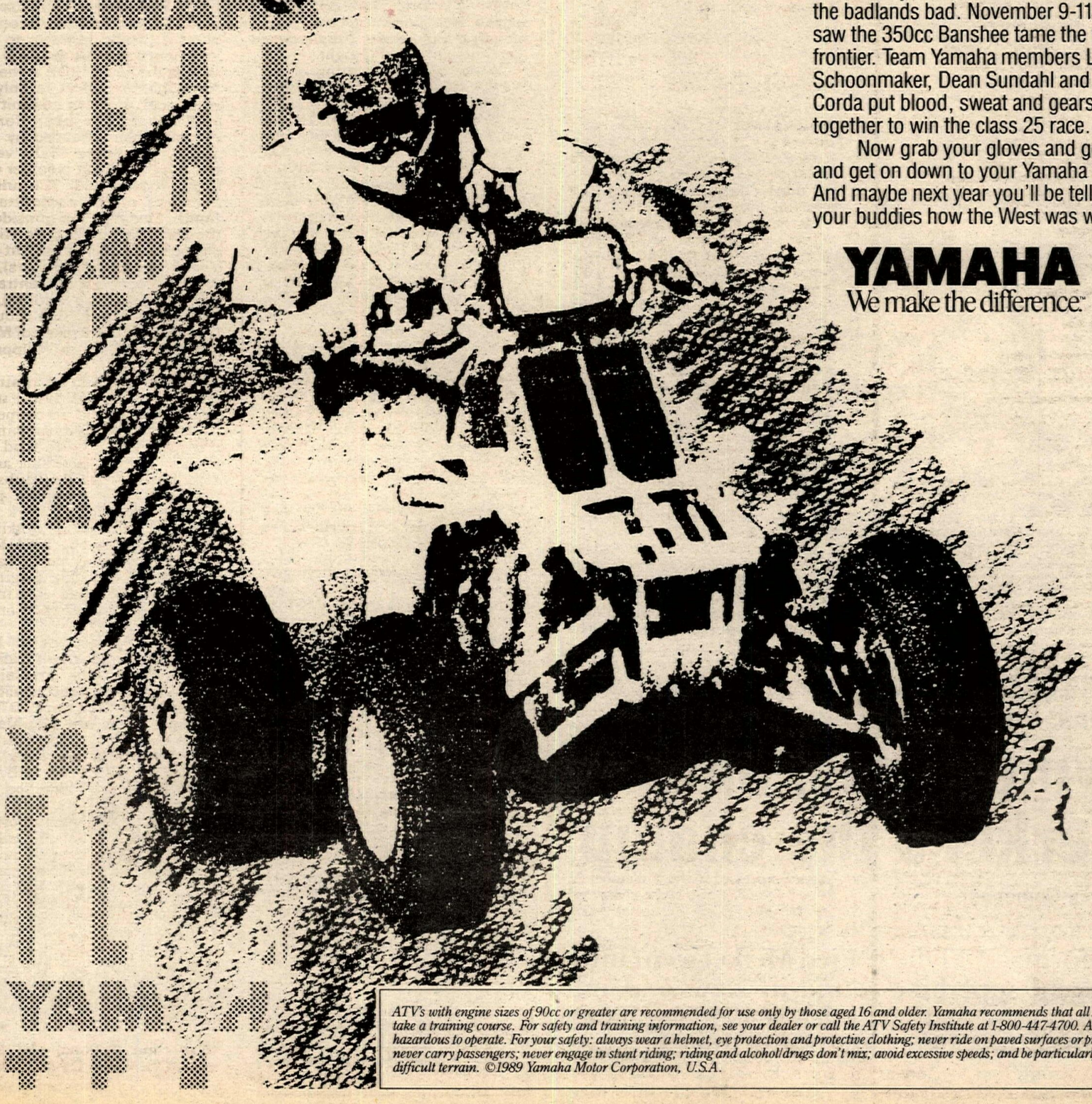

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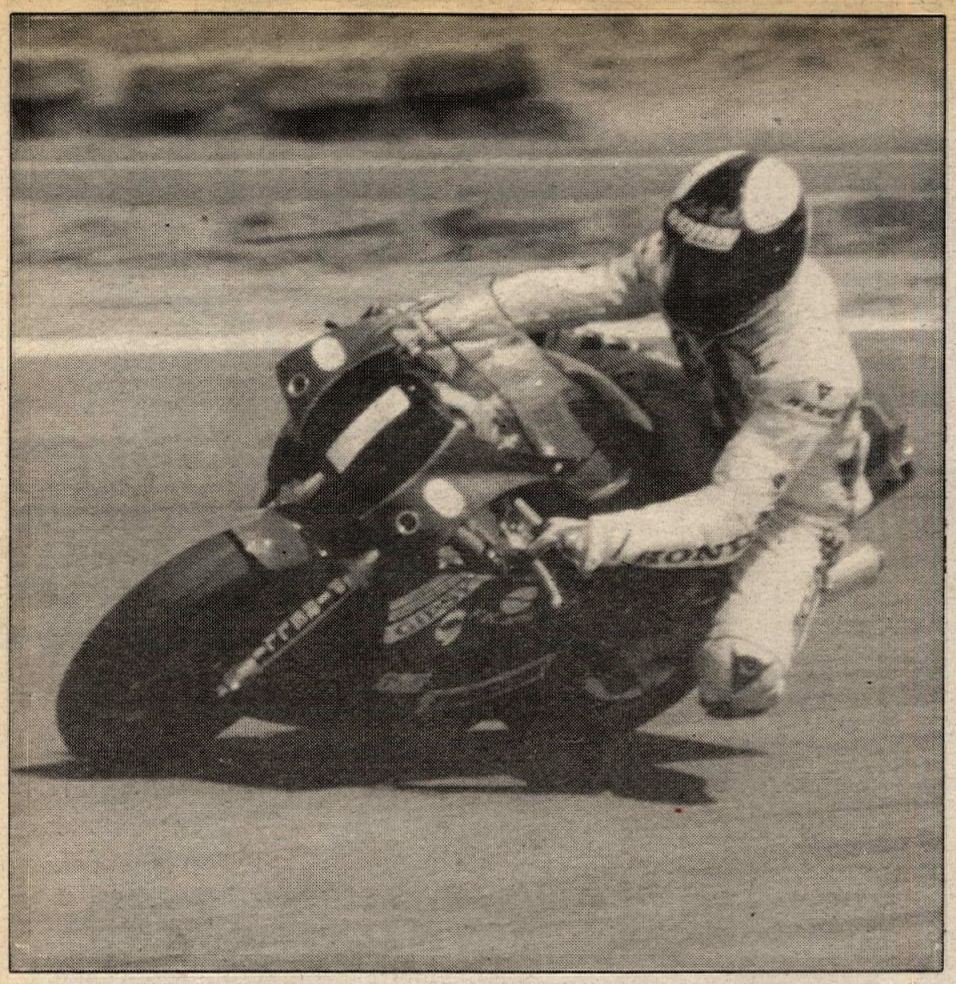
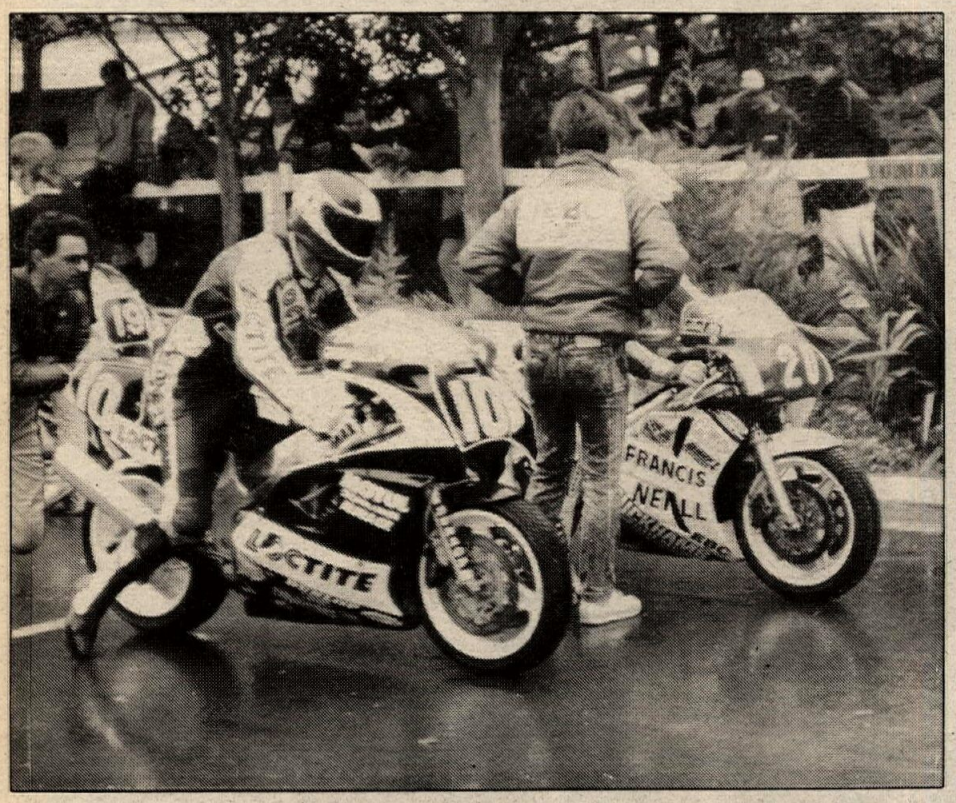
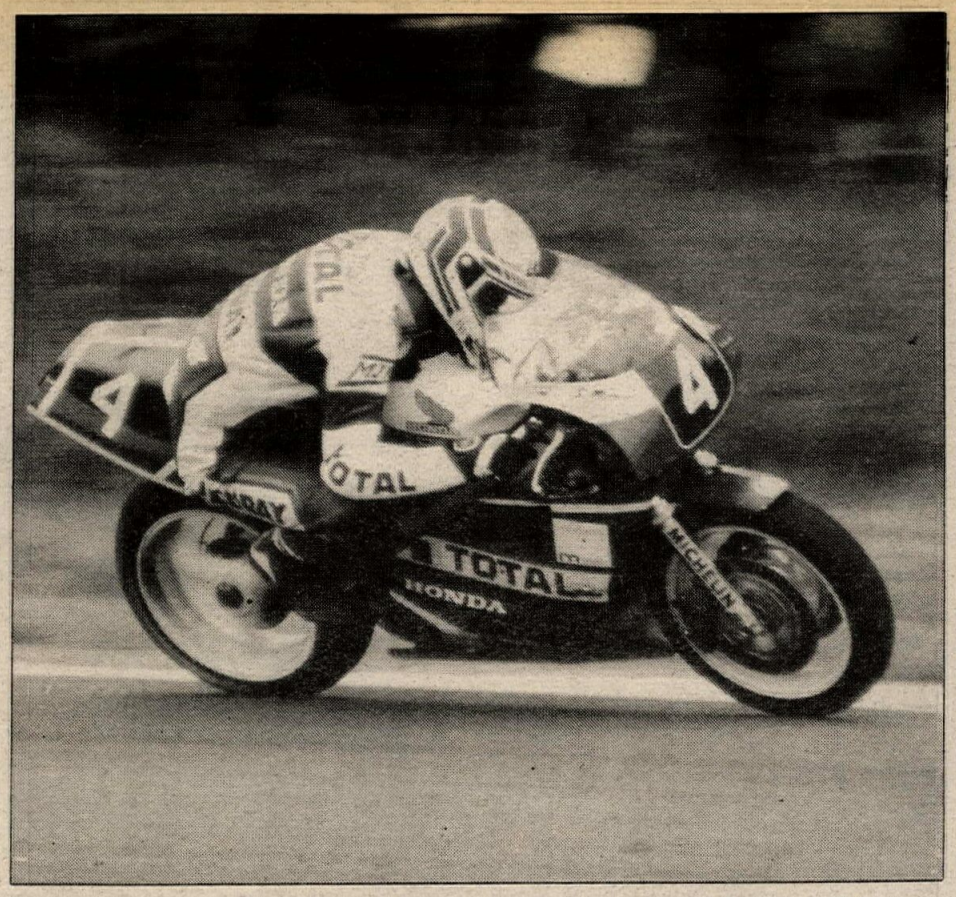


American Fred Merkel claimed his second consecutive World Superbike title with a pair of third-place finishes in New Zealand.



Terry Rymer (10) rode a Yamaha OW-01 to his first-ever World Superbike win in the rain-soaked first leg; the Brit ended up seventh in series points.



Belgian Stephane Mertens was the only rider who could dethrone Merkel, but a first-leg crash ended his hopes; Mertens recovered to win leg two.

World Championship Superbike Road Race Series: Final round

Rymer wins, but Merkel's the champ

By Greg Cumming

MANFEILD, NEW ZEALAND, NOV. 19

California's "Flyin' " Fred Merkel went into the final superbike round in New Zealand three points behind series leader Stephane Mertens, but that's the only time he was on the wrong foot — and at the end of Sunday's two championship legs Merkel was again the World Superbike Champion after Mertens crashed out of contention in the first leg.

Loctite Yamaha's Terry Rymer gave Britain their first win of the series in the first leg of the two-leg event while Mertens rebounded from his first-leg crash to handily win race two. Rymer finished fourth in leg two to emerge as the overall winner.

The Manfeild track provided fickle weather for Sunday's races with riders having to race on a wet track after all the practice sessions were held in dry conditions. Merkel, riding his Oscar Rumi-sponsored Honda RC30 applied the pressure right from the start of Saturday's first official timed practice with a blistering 1:08.33 lap time, breaking last year's record of 1:11.26. The 1988 World Superbike Champion was extremely confident and that was graphically illustrated when on Thursday, after a short practice, he spent the rest of the day at the golf course.

Merkel's time on Saturday earned him the pole position and he was joined on the front row by Tasmanian Malcolm Campbell (Honda RC-30), New Zealander Aaron Slight (Kawasaki ZXR-750), Australian Michael Dowson (Yamaha OW-01), and series leader Stephane Mertens (Honda RC-30), who held a three-point lead over Merkel heading into the first of two 33-lap legs.

Prior to the start of race one, rain started falling and most of the 26 starters chose full wets. Merkel, Dowson, Aussie Peter Goddard and Mertens elected for full rains up front and hand cut slicks or intermediate rears.

Although it would be easy to say that Mertens lost his World Championship hopes when he crashed on the 21st lap of leg one while trying to catch Merkel, reality points toward the Belgian's disastrously slow start as the culprit.

It was Rymer and his OW-01, however, blasting from the second row of the grid to lead into the first corner. Rymer was followed by Dowson, Campbell, Rob Phillis, Merkel, and a desperate Mertens, who was mired in 12th place and having to push hard to pass in the wet, slippery conditions.

Rymer managed to pull clear, and never seemed in danger of losing this one. Meanwhile, there was drama, bad luck and crashes back in the pack. Lap five saw Frenchman Raymond Roche bring the factory Ducati back to the pits with a carburetion problem (injection); Roche's week in New Zealand was rather disappointing as he showed little enthusiasm despite some Italian arm waving and temperment outbursts from team manager Marco Lucchinelli to spur his charge.

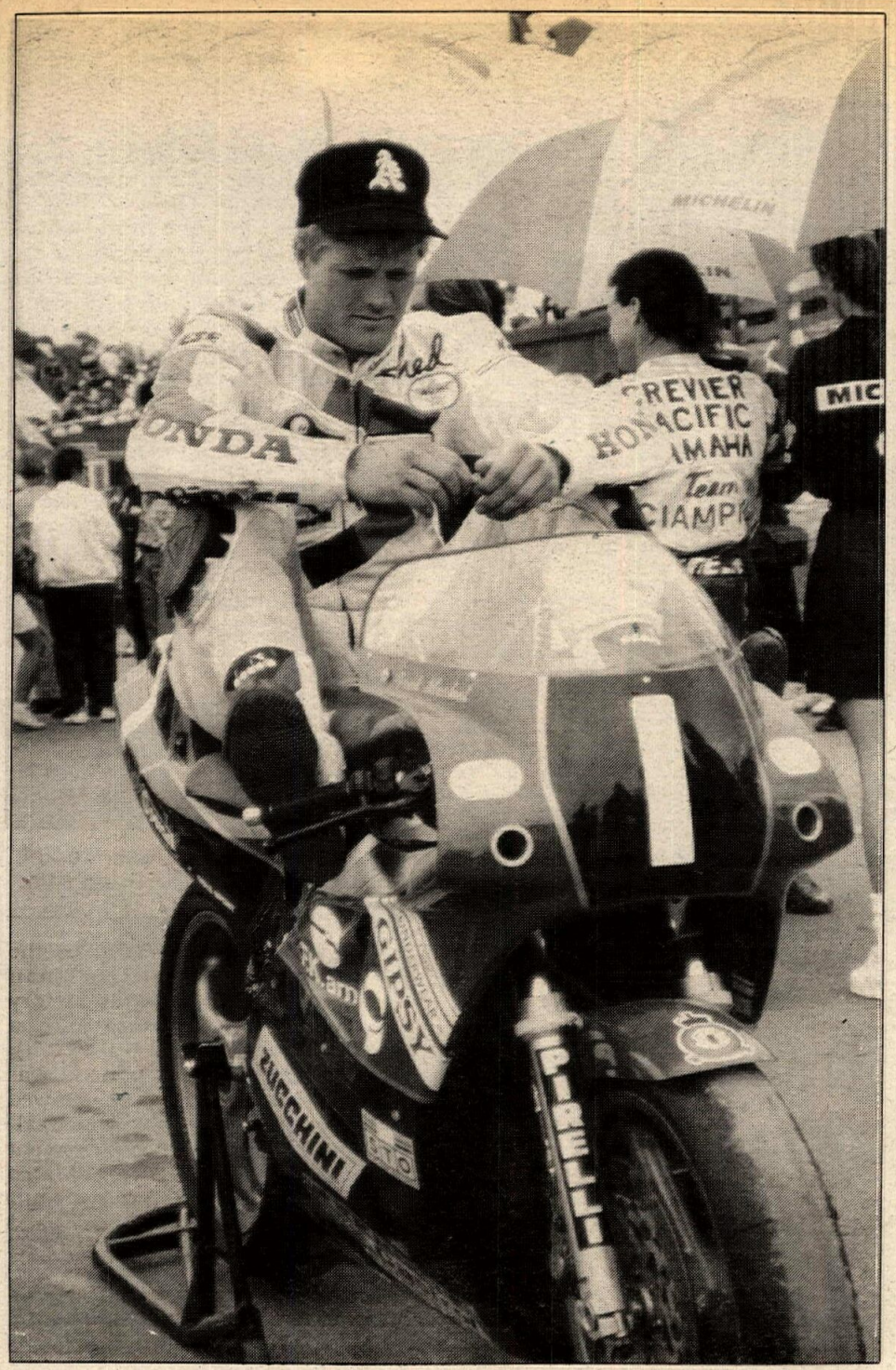
Slight passed teammate Phillis to take over second place on lap 12. Merkel held fifth behind Rymer, Slight, Phillis, and Jari Suhonen, who was riding well in the rain. Mertens, meanwhile, had clawed back to eighth place.

By lap 18, Rymer had a 15-second lead with Slight, Phillis, Suhonen and Merkel nose to tail, and cutting through back markers on lap 20. The big drama occurred on the 21st when Mertens, while holding down seventh place, crashed entering the braking area for Higgens Bend.

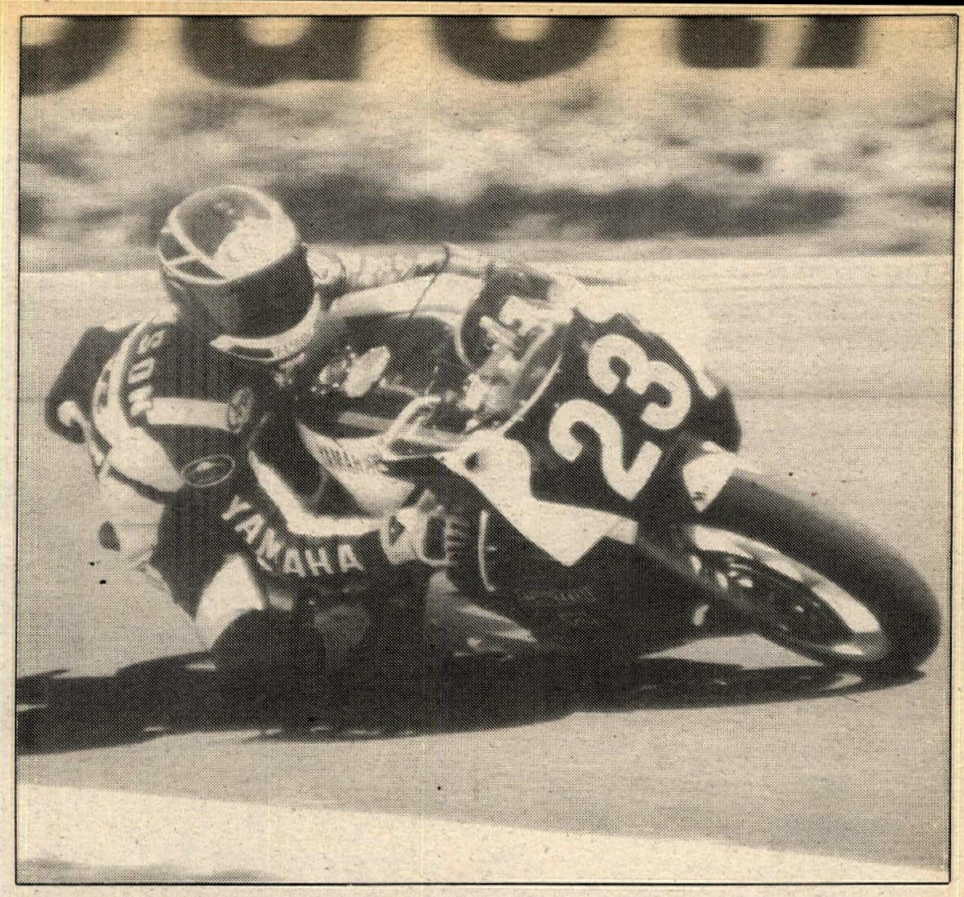
Close examination by FIM tech inspectors and team mechanics led them to believe that brake component failure was the most likely explanation for the unfortunate Mertens. It's suspected that a rivet that holds the free-floating discs had somehow seized, broken and jammed in the pad area because when Mertens went to apply his brakes he was suddenly flung over the bars. The Belgian was very lucky to have stopped sliding down the wet track before reaching the bank and surrounding trees. The bike was extensively damaged and Mertens would have to use his spare bike in race two.

Merkel was informed by his pit crew of the Mertens development; and having just passed Suhonen and his OW-01 to take over fourth place, Merkel rode to a safe finish. Hard-charging Dowson, on his Marlboro Yamaha Dealer Team OW-01, mounted the best charge of the race as his hand-cut rear slick found a drying line appealing with eight laps to go. Dowson only narrowly missed taking third place from Merkel at the line. The leg one finishing order was Rymer, Slight, Merkel, Dowson, Phillis, Suhonen, Anders Andersson, Glenn Williams, Takahiro Sohwa, and Simon Crafar.

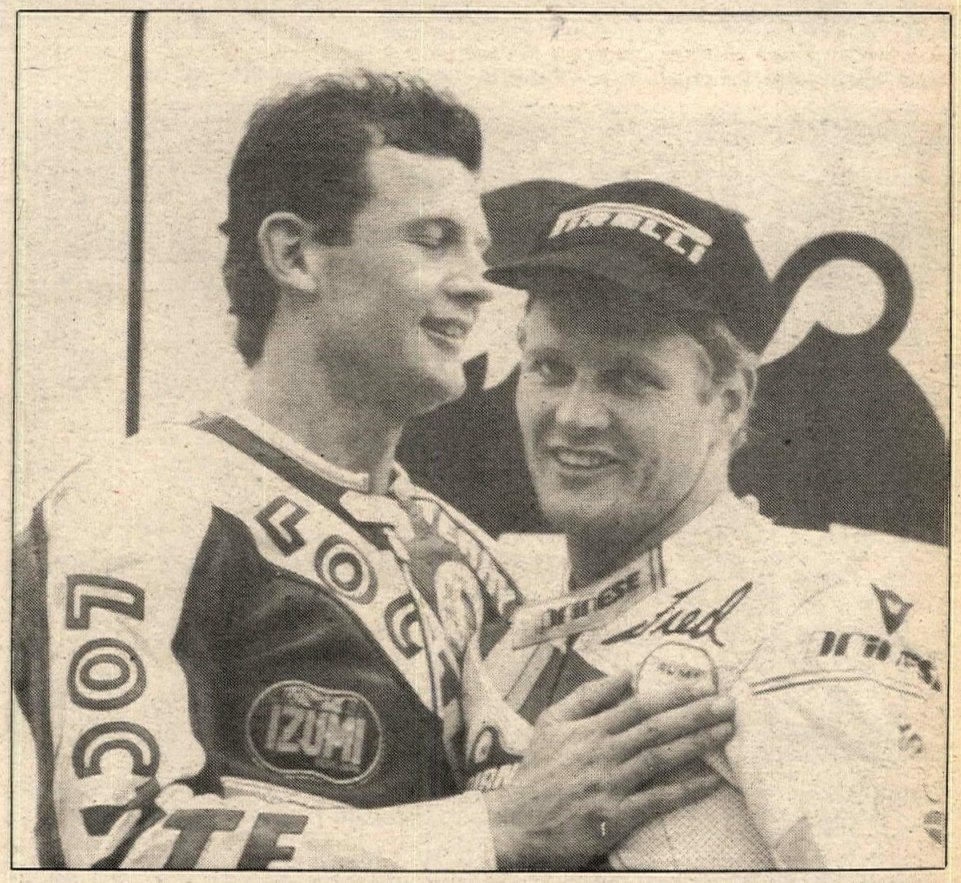
Going into race two, Merkel had a 12-point lead over Mertens and the track was now dry. As the riders did



Not one to let the pressure get to him, Merkel meditates before the start of the race. Will we see "Flyin' Fred" go for three straight titles?



Australian Michael Dowson rode a Marlboro Dealer Team Yamaha to fourth place in leg one, but crashed out of leg two while running second.



First-time winner Rymer (left) and two-time World Superbike Champion Merkel share a laugh on the Manfeild winner's rostrum.

their sighting lap for leg two, however, a very light rain appeared. A multitude of mechanics, wheels, and team personnel descended on the grid as the riders regrouped.

Mertens changed his rear and sat on the grid with his new tire secretly encased in a protective tire wrap. As the track was only slightly damp the only correct choice was full slicks and just about everyone made the right decision.

Dowson, Merkel, and race one winner Rymer grabbed the early lead and at the end of the first lap it was Dowson, Slight, Andrew Stroud (Yamaha FZR-750R), Rymer, Mertens, Merkel and Phillis. Mertens knew he had to go for broke and was quickly pushing hard, but found himself a second behind Dowson.

Kiwi Andrew Stroud was putting together an inspired ride, bringing cheers from the partisan crowd when he battled back past Merkel after the World Champion had used the power of his Honda to pass him down the back straight. Stroud rode around the outside of Merkel at Dunlop, the sweeping bend which leads from the back straight onto the start/finish line.

Stroud, Merkel, Rymer, and Phillis made up a freight train on lap six, and were joined by Mal Campbell on lap eight. Roche, meanwhile, parked the Ducati on lap seven to end his day without scoring a point.

The action wasn't complete, however, as Stroud erred in the esses and slipped backwards through the field. Slight was next to falter as he crashed at the esses on lap 12, blaming an experimental tire compound that didn't work. Slight was still credited with the fastest lap of the race, a record-breaking 1:08.17.

Mertens, meanwhile, had closed the gap to Dowson by lap 13; and Campbell was up to third. As the leading duo headed down the back straight on the 14th lap, Mertens got by Dowson and instantly pulled away as light rain again started to fall. Mertens had a big moment exiting Dunlop on lap 20, as he turned times in the 1:08-range, but Merkel knew from his pit signals what he had to do — and he hooked up with Campbell and diced with the Honda Australia rider to the finish.

Dowson was the next to go, as he crashed at the esses on lap 25, later admitting a lack of concentration led to his fall. Goddard, who stunned the overseas riders with his win in the Australian round, was in a comfortable fourth place until a crash on lap 29 put him out of the race. Apart from a minor concussion, Goddard walked away unscathed.

Despite a comfortable win, it was not enough for Mertens as Merkel celebrated his second successive title with a start/finish straight wheelie.

After the race Merkel paid tribute to his crew, Pirelli tires (which took their first-ever road racing World Championship) and his sponsor Rumi.

"Oscar Rumi saved my career," Merkel said. "After three American superbike titles (84/85/86), I was dumped and Oscar came along and offered me a ride in Europe. We raced in Europe in '87 and found out superbikes would take off in '88. We made plans for the new series, and the rest is history. We've won two World Championships. I want to finish my career with Oscar.

"Even with my plans up in the air at the moment — a Ducati ride is a real possibility, or superbikes again with Honda. It would be real good to come back for World Superbike title number three, and I would just love to kick their asses again."

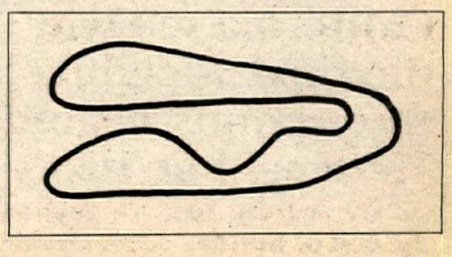
When asked about the likelihood of a 500cc GP ride, Merkel said, "Maybe, but I'm not keen to run off the pace towards the back of the field on a piece of out-dated junk like a lot of guys do. There's no enjoyment in that. I'm not going to race GP bikes to go broke and I would only be interested in a top-line, well-backed team with factory bikes." ●

Results

RACE ONE: 1. Terry Rymer (Yam); 2. Aaron Slight (Kaw); 3. Fred Merkel (Hon); 4. Michael Dowson (Yam); 5. Rob Phillis (Kaw); 6. Jari Suhonen (Yam); 7. Anders Andersson (Yam); 8. Glenn Williams (Duc); 9. Takahiro Somwa (Kaw); 10. Simon Crafar (Yam); 11. Steve Crevier (Yam); 12. Eddie Kattenbrg (Suz); 13. Russell Josiah (Kaw); 14. Andy McGladdery (Hon); 15. Brian Bernard (Suz).

RACE 2: 1. Stephane Mertens (Hon); 2. Mal Campbell (Hon); 3. Fred Merkel (Hon); 4. Terry Rymer (Yam); 5. Rob Phillis (Kaw); 6. Andrew Stroud (Yam); 7. Jari Suhonen (Yam); 8. Anders Andersson (Yam); 9. Takahiro Sohwa (Kaw); 10. Giaon Crafar (Yam); 11. Andy McGladdery (Hon)); 12. Grant Ramage (Suz); 13. Eddie Kattenberg (Suz); 14. Russell Josiah (Kaw); 15. Scott Williams (Yam).

FINAL CHAMPIONSHIP STANDINGS: 1. Fred Merkel (272); 2. Stephane Mertens (265); 3. Raymond Roche (222); 4. Fabrizio Pirovano (208); 5. Anders Andersson (159); 6. Juan-Carlo Falappa (139); 7. Terry Rymer (134); 8. Monti (99); 9. Jari Suhonen (90); 10. Michael Dowson (79).



Jeff Matiasevich (26) looks back and sees Tokyo Supercross winner Jean-Michel Bayle (2) on the attack.

Bayle's win at the Tokyo Supercross was the Frenchman's first-ever major supercross victory. Rick Johnson (second from right) took second.

Bayle stars at Tokyo Supercross

By Davey Coombs

TOKYO, JAPAN, NOV. 19

Frenchman Jean-Michel Bayle, the reigning 250cc MX World Champion, captured the first major supercross wins of his career when he beat some of America's (and Japan's) best supercross riders at the 1989 Tokyo Supercross in Tokyo Stadium. Finishing second to the HRC/Motul/JT Racing-backed rider in Tokyo was a rejuvenated Rick Johnson, who put in his best performance since winning the 250cc U.S.GP at Unadilla, New York, in July.

Johnson led Bayle twice during the main but surrendered the lead for good with five laps left when the eventual winner outgunned the former two-time U.S. Supercross Champion through a set of whoops.

Third overall was 1988 Tokyo Supercross winner, Kawasaki's Jeff Ward, who overcame a poor start to earn the final position on the victory rostrum. Team Yamaha's Damon Bradshaw, overall winner of the Osaka Supercross seven days earlier, placed fourth ahead of Australian National Champion Glenn Bell.

The stadium event took place in front of approximately 40,000 Japanese race fans, many of whom brought banners and placards mentioning their favorite American stars.

Three qualifers were run that sent five riders each to the main and then a pair of semi finals with two riders transferring from each. A Last Chance Qualifier sent two more riders to round out the 21-rider, 20-lap main event field.

The first qualifier featured a battle between Johnson and former two-time U.S. 125cc National Champion Micky Dymond, who was piloting a Yamaha but not as an official member of the factory Yamaha squad on hand. Dymond went by Johnson early and held on for a close win.

The second heat was highlighted by a two-man duel involving Team Kawasaki's Jeff Matiasevich and Bayle. Matiasevich proved to be the fastest in that race and brought the sold-out crowd to its feet with several thrilling cross-ups over the finish line tabletop jump.

Heat three was yet another barnburner with '89 U.S. 500cc outdoor MX champ Jeff Ward taking on current 250cc outdoor and Supercross Champion Jeff Stanton. Ward, like his Kawasaki teammate Matiasevich, was able to get the better of his Honda nemesis.

The semi finals were rather uneventful, with the exception of Bradshaw's group-one presence. The 17-year-old YZ250cc rider had crashed hard in practice when a Japanese rider landed on him off of one of the triples. He recovered in time for the second heat race, but crashed out on a set of whoops when his Yamaha spit him over the handlebars and into a set of banners. In the semi, Bradshaw took no chances and simply left the predominantly Japanese field from the word "go".

When the gate dropped for the evening's finale it was Johnson grabbing an uncharacteristic holeshot from the far outside and sweeping around the right-hand first turn into the lead. Bayle was second from the inside with Stanton, Australian 500cc Grand Prix contender Jeff Leisk, Honda-mounted Bayle, and Bradshaw filling in. Ward, Matiasevich and Team Suzuki's Ron Tichenor were off the line in midpack while Dymond suffered a poor start.

For the first five laps Johnson led while Bayle tried to sneak his 1990 Honda past the big number-one CR250 of Johnson. On several occasions, Bayle got his front wheel ahead of Johnson by going inside on a banked corner, but the 19-year-old Frenchman always found the door slammed shut.

On lap six, Bayle finally got by, setting up Johnson with the aforementioned inside line and then outaccelerating RJ over the following triple jump. By that time, Bradshaw was up to fourth behind Stanton, though a short time later he would inherit third when Stanton's orange-tinted Honda suffered an engine seizure after losing a radiator hose. Ward was in fourth but moved past Bradshaw for third around the halfway point.

Leisk rode fifth on the fourth factory Honda in the field with compatriot Bell following. However, on the approach to a rutted double jump, a lapped rider stalled in Leisk's line and threw the Australian awkwardly across the track. Bell took the airborne outside route over Leisk and captured the number-five position.

Bayle had gathered a five-second lead on Johnson by the midway mark but just one lap after Leisk's miscue the leader rear-ended another slow rider in the exact same rut and tumbled on top of the jump. He kept the machine alive with his clutch hand and was able to remount before Johnson could garner the advantage. Ward was a full 10 seconds back by that time and was not a threat to either of the front-runners.

For the whole next lap, Johnson charged Bayle in every corner looking for a way to recover the lead. Before Johnson could make a pass stick, Bayle pulled to the side of the course and rolled a set of triples, one jump at a time, handing the lead to Johnson in the process. The noise from the crowd was by that point rocking the stadium as they urged the extremely popular Johnson towards what would have been his first major supercross win since the infamous broken wrist he suffered early in the '89 season. Bayle's plan called for a different finish.

After giving up the lead he rejoined the fight on Johnson's fender and the hunted became the hunter. For three laps, Bayle sized up Johnson's lines while searching for another opening around the leader. Finally, on lap 15, Bayle bore down through a set of whoops and outgunned Johnson across the start area straight. Johnson gave chase but seemed content from that point on to take a well-earned second rather than risk a late fall.

Bayle crossed the finish line and tossed a one-handed salute to the crowd. Johnson came across five seconds later and stopped on the tabletop for a polite bow to the stadium fans who had urged him on. Ward came across several seconds later with Bradshaw well off the pace in fourth. Bell bettered Leisk for fifth, while Tichenor directed Matiasevich, Dymond and Yamaha-mounted Mike LaRocco. The top Japanese rider in the main event was T. Yasui on a Mugen Honda, who finished 12th behind Suzuki-mounted American Erik Kehoe.

For his efforts Bayle was presented with a check for 1.5 million yen (approximately $11,000) as well as the Tokyo Supercross Cup and some champagne; he also earned the distinction of becoming the third major motocrosser to post his first

supercross victory in Japan. Johnson made his rostrum debut in Tokyo in 1982 while Bradshaw earned his first win last year in Osaka.

Results

20 LAP MAIN: 1. Jean-Michel Bayle (Hon); 2. Rick Johnson (Hon); 3. Jeff Ward (Kaw); 4. Damon Bradshaw (Yam); 5. Glenn Bell (Hon); 6. Jeff Leisk (Hon); 7. Ron Tichenor (Suz); 8. Jeff Matiasevich (Kaw); 9. Micky Dymond (Yam); 10. Mike LaRocco (Yam); 11. Erik Kehoe (Suz); 12. T. Yasui (Mug); 13. T. Miyauchi (Hon); 14. A. Okabe (Kaw); 15. H. Ishiboshi (Hon); 16. Y. Yofukuji (Hon); 17. T. Nagaunuma (Kaw); 18. T. Oshtuiga (Hon); 19. Jeff Stanton (Hon); 20. Larry Ward (Suz); 21. T. Kawasaki (Yam).

Bradshaw wins again at Osaka Supercross

By Rich Winkler

OSAKA, JAPAN, NOV. 12

Damon Bradshaw overcame intense pre-race pressure and a lack of available practice time to repeat his surprise victory of 1988, defeating America's best and a host of Japanese and international riders at the 1989 Osaka Supercross.

Arriving in Japan midweek, all the American riders had to contend with rain and bad weather that made practice impossible and correct machine preparation for Osaka's traditionally sandy track conditions difficult at best.

Bradshaw, in particular, spent much of his practice sessions making suspension adjustments. Jeff Stanton, Jeff Ward and Rick Johnson also looked strong, as did Jean-Michel Bayle. Practice also provided the first glimpses of up-and-comer Larry Ward aboard his new Suzuki, as well as a number of trick, one-off, shop-built bikes and the special Mugen Hondas being ridden by Japan's top riders.

One negative highlight occurred early when Yamaha's Doug Dubach attempted to triple a set of three jumps and broke his ankle, putting a premature end to his Japan trip and reducing Yamaha's factory effort to two riders.

Americans Jeff Ward, Erik Kehoe, Micky Dymond and Larry Ward lined up alongside Glen Bell and a full field of Japanese riders for heat number one.

The capacity crowd cheered their approval as the gate dropped and Dymond grabbed the holeshot followed by Larry Ward, Kehoe and Jeff Ward. Bell had fouled a spark plug on the line and left the gate when the pack was nearly half a lap gone.

Dymond looked strong and took control, putting a little breathing room between himself and Ward, but his lead was short-lived as he got sideways in the whoops and crashed, injuring his knee and putting himself out for the night. Larry Ward then took control and led for the rest of the race. Kehoe claimed second with Jeff Ward third.

Bayle, Stanton, Bradshaw, Mike LaRocco and Ronnie Tichenor lined up for what would turn out to be the fastest heat of the evening. At the finish it was Bayle first followed by Bradshaw, Stanton, Tichenor and LaRocco.

In heat three, crowd favorite Johnson faced Jeff Matiasevich, Australian Jeff Leisk and Canada's Shane Drew. Johnson grabbed the holeshot followed closely by Leisk, Matiasevich and Drew. Matiasevich eventually moved into second and the two leaders put a huge gap between themselves and third-place Leisk. However, Johnson went down in the whoops, handing the lead to Matiasevich. Johnson recovered to finish second followed by Leisk and Drew.

All the visiting riders had made the transfer directly to the main with the exception of Glen Bell, who was forced to ride the semi in order to qualify.

In the main event, Johnson, Stanton, Bayle and Leisk made their appearance on HRC's new fluorescent pink/orange/white stadium bikes.

The roar of the crowd was deafening as the gate dropped and the pack charged the first turn. As they emerged it was Bradshaw in control ahead of Matiasevich, Tichenor, Stanton, Bell, Bayle, Larry Ward and Jeff Ward. Johnson, Kehoe and LaRocco had all started poorly and Johnson's troubles soon became worse as he crashed hard on the first lap, bending his bars and putting himself out of the race.

Stanton put away Tichenor on lap two to take over third and started after Matiasevich. Meanwhile, Bayle moved up to pressure Tichenor and a heavy three-way battle developed between Jeff Ward, Larry Ward and Bell. LaRocco crashed on lap two and eliminated his chances of a top finish.

Up front, Bradshaw was flawless as he began to distance himself from the pack. Bayle soon got by Tichenor and they began closing on Stanton as the two Honda men began to pressure Matiasevich for second. This three-way battle would continue for some time as the Kawasaki rider gave no opportunity for them to get by.

Meanwhile, Jeff Ward, who had separated himself from the battle with Larry Ward and Bell, passed Tichenor through the whoops and then cleared the triples that had injured Dubach (and not been attempted since) four laps in a row and closed to within striking distance of Bayle.

By now it was obvious that both Stanton and Bayle were being held back by Matiasevich in second and Bradshaw had stretched his lead to nearly five seconds. Finally, Stanton made his move, passing Matiasevich over the same camel jump. A few laps later, Bayle passed the Kawasaki rider over the huge center jump. The two Honda riders immediately put distance on Matiasevich and Ward. Bradshaw seemed so far ahead that he would be impossible to catch, but there were still some surprises in store for the crowd as Bayle began to make waves.

With only a few laps remaining, Bayle reeled in U.S. Supercross Champion Stanton, passed him, and began a charge for Bradshaw that would cut several seconds per lap from his lead. At the finish, Bradshaw held on for the win, but the crowd was on its feet as Bayle had closed to within a bike-length. Third went to Stanton, and Matiasevich captured fourth after a see-saw battle with Jeff Ward, who rounded out the top five.

Bradshaw was ecstatic over his victory and took the parade lap standing on his Yamaha's seat and waving to the crowd. His win earned him 1.5 million yen (approximately $11,000). ●

Results

FINAL: 1. Damon Bradshaw (Yam); 2. Jean-Michel Bayle (Hon); 3. Jeff Stanton (Hon); 4. Jeff Matiasevich (Kaw); 5. Jeff Ward (Kaw); 6. Ron Tichenor (Suz); 7. Larry Ward (Suz); 8. Glen Bell (Hon); 9. Jeff Leisk (Hon); 10. Erik Kehoe (Suz); 11. Mike LaRocco (Yam); 12. Taka Miyauchi (Hon); 13. #05 (Yam); 14. #016 (Hon); 14. #10 (Kaw); 16. Shane Drew (Hon); 17. #01 (Kaw); 18. #78 (Yam); 19. #02 (Hon); 20. Rick Johnson (Hon).

HEAT 1: 1. Larry Ward; 2. Erik Kehoe; 3. Jeff Ward; 4. S. Hanada; 5. #78.

HEAT 2: 1. Jean Michel Bayle (Hon); 2. Damon Bradshaw (Yam); 3. Jeff Stanton (Hon); 4. Ron Tichenor (Suz); 5. Mike LaRocco (Yam).

HEAT 3: 1. Jeff Matiasevich (Kaw); 2. Rick Johnson (Hon); 3. Jeff Leisk (Hon); 4. Shane Drew (Hon); 5. Ishibashi (Hon).

SEMI 1 4: 1. Glen Bell (Hon); 2. #05 (Yam); 3. #06 (Kaw); 4. #48 (Hon); 5. #16 (Suz).

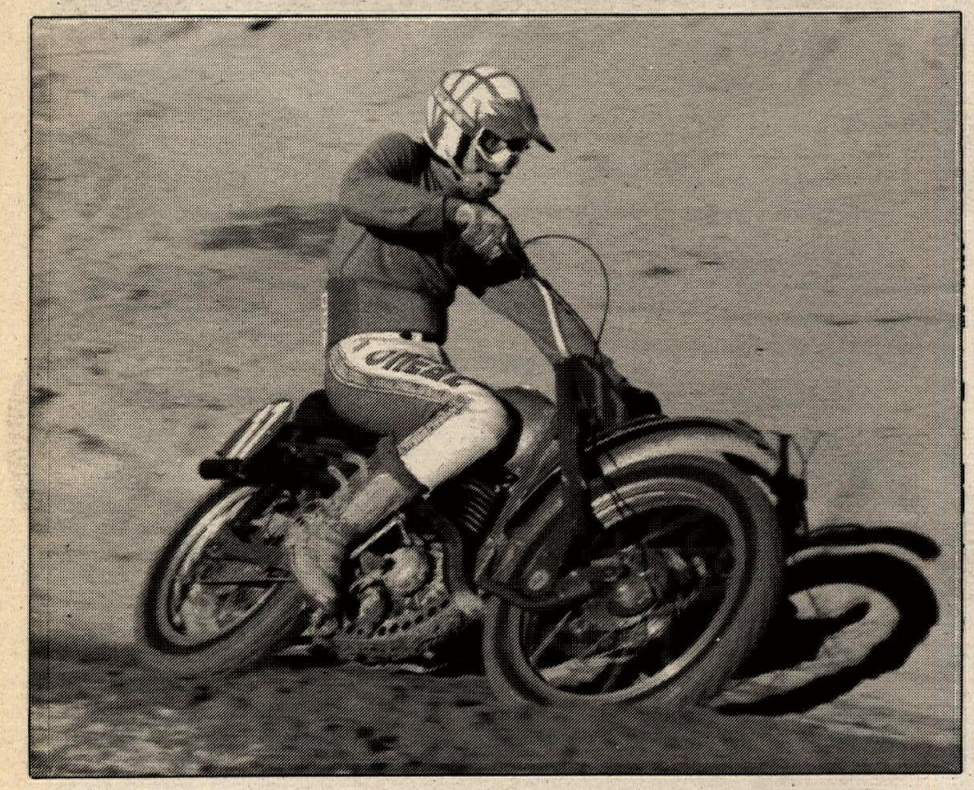
SEMI 2: 1. #12 (Hon); 2. #02 (Hon); 3. #026 (Kaw); 4. #21 (Yam); 5. #73 (Hon).

Kawasaki's Jeff Ward rode conservatively at both the Osaka and Tokyo Supercrosses. He finished third in Tokyo and fourth in Osaka.

U.S. Supercross Champion Jeff Stanton (7) did not finish the Tokyo Supercross due to a seized engine. He finished third in Osaka.

Yamaha's Damon Bradshaw scored his second Osaka Supercross victory in a row, but couldn't match that performance in Tokyo with a fourth.

Ron Clawson (97) leads Leroy Francard (135) in the Old Timer Amateur class. Clawson went 2-2 for second overall; Francard took third.



Greeves-mounted Kenny Sykes won the first moto in the Lightweight Premier class, but was slowed by a fouled plug in the second moto.

Doyle Cook rode a Rickman Montesa to a 1-2 victory in the Old Timer Novice class, while Tom Mabry (93) went 3-3 for second.

Risnes reigns at Palmdale Vintage Motocross finale

By Mickey Wood

PALMDALE, CA, NOV. 19

Honda CR250 Elsinore rider Blair Risnes won three of his four motos to earn overall victories in the 250cc and Vet Novice classes at the final round of the American Historic Motorcycle Racing Association (AHRMA) Western Region MX Championship Series at L.A. County Raceway in Palmdale.

The race had to be moved from its original site with just four weeks notice, but there were still 170-plus entries in the all-vintage program. California Racing Club (CRC) promoted the event, and a tight and well-groomed track greeted riders for an 8 a.m. practice session.

Eighteen riders lined the starting gate for the start of moto one of the Vet Novice contingent and it was Risnes who led the way virtually from start to finish over fellow Honda rider Hugh Blacka. Verl Craig was the first non-Japanese motorcycle across the line in third, trailed by the Yamaha of Thomas Engelhardt and the CZ of local, Ron Aldrich.

Risnes was the only consistent rider in the top three as he again won the second moto, this time over Four-Speed Husqvarna's Jud Oshier, whose 10th-place finish in the first race was still good enough to give him fourth overall. The day's runner-up was Engelhardt (4-3) with Aldrich (5-5) finishing third overall.

The 250cc Novice division saw Risnes go 1-2 on the day to claim his second overall victory. Rickman Montesa rider Doyle Cook, who's always a threat in any Novice category, topped moto two, but his fourth in moto one relegated him to second overall. Usual 125cc racer John Figas debuted his new Elsinore, and wound up third overall.

Terry Pratt also went home with a couple of trophies for wins in the Old Timer and Premier Open Twins Amateur classes. His Old Timer rides were impressive, as he came from outside the top five each time to pass early leader, Maico-mounted Ron Clawson and win each moto. Clawson managed second for the day ahead of Leroy Francard. Pratt's Premier Open Twins victory came at the expense of AJS rider Gerald Rogers.

The Old Timer Novices put on one of the day's best shows. Doyle Cook won the first moto handily over Norm Shields and Tom Mabry, but race two was quite a different story. CZ rider Johnny Stevens experienced problems in the first moto, but was out to win in the second go-around. Stevens shadowed leader Cook for the entire distance with Mabry on his tail in third. None of the three riders let up one bit during the event and just when the crowd thought Cook had it in the bag, Stevens stuffed underneath him in the final turn to win the moto. Cook still got the overall ahead of CZ-mounted Mabry and Shields.

Speed & Sport/Tsubaki-backed rider Matt Hilgenberg was another double-class winner, topping Dick Mann and Peter Ford in the Premier 500cc Expert class and Butch Cochran in the 500cc Expert class, where John Pavich was third.

Kelly Owen took his fresh-looking CZ 400 to the top of both 500cc Novice motos, while Engelhardt went 2-3 for second overall. Cook rode a Suzuki this time around and filled the show spot.

Former ATV racer Jim Sendelbach made one of his seldom vintage appearances in the 250cc Expert class and aced both motos over local hotshot Joe Broussard, both were Honda-mounted. Pavich was third at day's end.

The Premier Lightweight Amateur class was interesting, as Kenny Sykes piloted his Villiers-powered Greeves Motocross Special to the first moto win ahead of twin-port CZ rider Rick Nabers and BSA C15-mounted Eric Tucker. Sykes again led the charge when moto two got underway, but was soon put on the sidelines with a fouled spark plug. Nabers' 2-1 gave him the first-place plaque. •

Results

125 NOV: 1. Dennis Ivarsson (Hon) 1-1; 2. John Figas (Yam) 2-4; 3. Rod Kirkbride (Hon) 5-2; 4. Doyle Cook (Ric) 4-3; 5. Thom Kuhns (Hod) 3-6.

125 AM: 1. John Anderson (Hon) 1-2; 2. Kevin Akrey (Hon) 3-1; 3. Bill Ripley (Bul) 2-3.

125 EX: 1. Norm Bigelow (Kaw) 1-1; 2. Lee Fabry (Yam) 2-2.

250 NOV: 1. Blair Risnes (Hon) 1-2; 2. Doyle Cook (Ric) 4-1; 3. John Figas (Hon) 3-4; 4. Jim Beville (Hon) 5-5; 5. Phil Anderson (CZ) 6-7.

250 AM: 1. Tony Pulliam (Hon) 2-1; 2. Kevin Akrey (Hon) 1-2; 3. Gerald Fasold (Hon) 3-3; 4. Charlie Beck (Ossa) 5-4; 5. Chuck McConnell (Hus) 6-5.

250 EX: 1. Jim Sendelbach (Hon) 1-1; 2. Joe Broussard (Hon) 2-2; 3. John Pavich (CZ) 4-3; 4. Bill Clements (Yam) 6-4; 5. Rick Doughty (Yam) 5-5.

500 NOV: 1. Kelly Owen (CZ) 1-1; 2. Thomas Engelhardt (Yam) 2-3; 3. Doyle Cook (Suz) 4-2; 4. Terry Sterrett (BSA) 3-4; 5. Burl Estes (BSA) 5-5.

500 AM: 1. Landus Kent (CZ) 1-1; 2. Charlie Beck (Mai) 4-2; 3. Robert Doran (Mai) 3-3; 4. Kevin Akrey (CZ) 2-4; 5. Glenn Oliveria (CZ) 6-5.

500 EX: 1. Matt Hilgenberg (Bul) 2-1; 2. Butch Cochran (Bul) 1-2; 3. John Pavich (CZ) 4-3; 4. Rick Doughty (Yam) 3-4; 5. Bob Cunnington (Hon) 5-DNF.

OPEN TWIN NOV: 1. Bill Knight (Nor) 1-1; 2. Michael Malone (Tri) 3-2; 3. Bill Rianda (Tri) 2-3.

OPEN TWIN AM: 1. John Ford (Tri) 1-1.

OPEN TWIN EX: 1. Butch Cochran (Tri) 1-1; 2. Dave Walden (Tri) 2-2.

WMN NOV: 1. Ginger Hilgenberg (Bul) 1-1; 2. Julie Anderson (Hon) 3-2; 3. Jeanne Wilson (Yam) 4-3; 4. Candy Hateley (Bul) 2-DNS.

WOMEN INT: 1. Kay Mann (Ossa) 1-1.

VET NOV: 1. Blair Risnes (Hon) 1-1; 2. Thomas Engelhardt (Yam) 4-3; 3. Ron Aldrich (CZ) 5-5; 4. Jud Oshier (Hus) 10-2; 5. James Belville (Hon) 6-6.

VET AM: 1. Landus Kent (CZ) 1-1; 2. Robert Doran (Mai) 2-2; 3. Gerald Fasold (Hon) 4-3; 4. John Lundgren (Bul) 3-4; 5. Peter Cruttenden (BSA) 5-6.

VET EX: 1. Joe Broussard (Hon) 2-1; 2. Butch Cochran (Bul) 1-2; 3. John Pavich (CZ) 5-4; 4. Jerry Edie (Hus) 4-5; 5. Ken Greene (Hon) 9-3.

OT NOV: 1. Doyle Cook (Ric) 1-2; 2. Tom Mabry (CZ) 3-3; 3. Norm Shields (Hon) 2-4; 4. Michael Kopp (Hon) 4-6; 5. Phil Anderson (CZ) 6-5.

OT AM: 1. Terry Pratt (CZ) 1-1; 2. Ron Clawson (Mai) 2-2; 3. Leroy Francard 3-3; 4. Jack Monger (V-T) 5-4; 5. Dave Rodgers (Tri) 7-5.

OT EX: 1. Don Swearingen (Yam) 1-23 2. John McManaway (Yam) 2-3; 3. Mike Menesini (CZ) 5-1; 4. Jim McClinton (CCM) 7-4; 5. Jim Keeton (CZ) 6-5.

PREM LTWT AM: 1. Rick Nabers (CZ) 2-1; 2. Kenny Sykes (Gre) 1-3; 3. Eric Tucker (BSA) 3-2.

PREM LTVT EX: 1. Jim Keeton (CZ) 1-1.

PREM 500 NOV: 1. Charles Regruto (Vel) 1-1.

PREM 500 AM: 1. John Huegel (Ind) 1-1; 2. Fred Mork (ESO) 2-2; 3. Ron Clawson (Ari) 3-3.

PREM 500 EX: 1. Matt Hilgenberg (Tri) 1-1; 2. Dick Mann (Tri/BSA) 2-2; 3. Peter Ford (BSA) 3-3.

PREM OPEN TWIN AM: 1. Terry Pratt (BSA) 1-1; 2. Gerald Rogers (Tri) 2-2.

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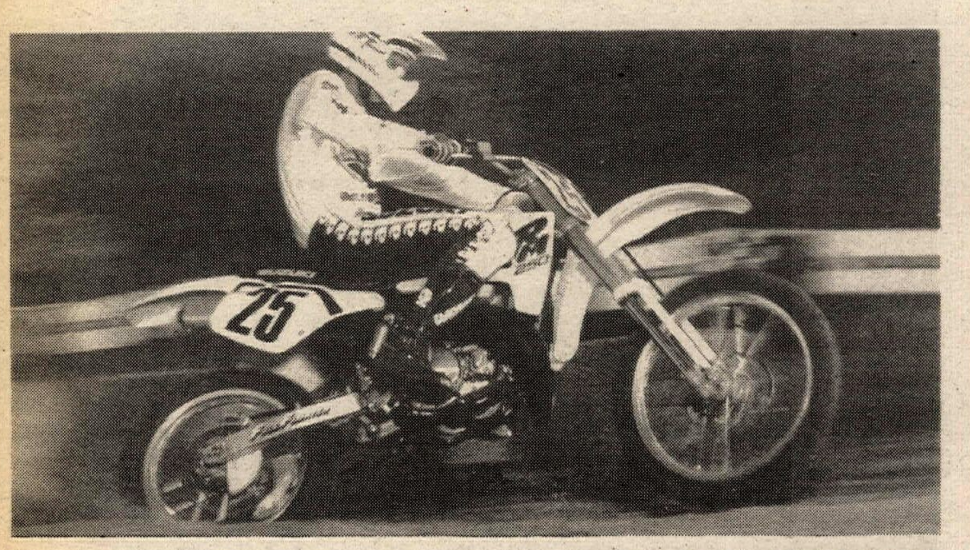

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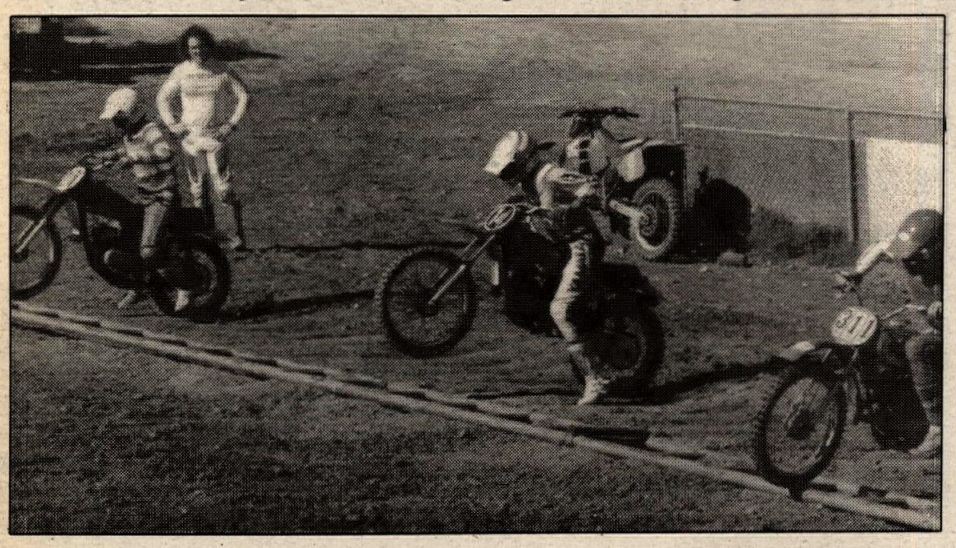
John McManaway (35) leads Norm Bigelow (210) during the CZ World Championships at DeAnza MX Park.

Matt Hilgenberg won the Open Vintage class on a Bultaco.

Gary Moore piloted a BSA 650cc twin in the Open Vintage class.



The gate drops for the start of the 125cc Vintage class race. Bigelow (far left) was the winner, while Thom Kuhns (far right) took second.

Biddle smokes 'em at DeAnza CZ World Championships

By Mickey Wood
Photos by Dave Vinson

SUNNYMEAD, CA, NOV. 5

Dean Biddle made his trek from Seattle, Washington, to southern California's DeAnza Cycle Park pay off in a big way today by winning the CZ Open Stock class at this year's running of the CZ World Championships. The race was hosted by SMX and sponsored by Rick Nabers and the SoCal CZ Club. The annual event attracted 60 CZ and vintage entries, despite heavy competition from other major events in the area.

Biddle had no problems in either of his Open Stock motos, leading each from start to finish over Las Vegas resident Jim Keeton, while Rick Diekmann went 4-3 to claim third overall.

To complement his overall victory, Biddle finished third in the CZ 250cc Modified race and fifth in the Open Vintage division.

In the past, the Open Modified class was the one to win, but declining entries and a move toward stock motorcycles have made the Stock class more competitive. Keeton claimed the Open Modified win with a 2-1 tally after first-moto winner Lee Holth experienced bike trouble in race two.

Glendale, California's John Courts mastered both motos of the CZ 250cc Modified division, besting Keeton's 2-3 and Biddle's 4-2 moto scores. Bob Barnett came in fourth overall with a 3-4.

The CZ 250cc Stock class saw Ken Greene ace both motos over Chuck McConnell, who traded his usual Husqvarna mount for a five-speed CZ, today. Lanny Jay and Mike Aldrich traded third-place finishes with Aldrich taking the tie-breaker and third overall.

Open Vintage, which featured all brands of motorcycles, had the largest turnout with 19 entries. Matt Hilgenberg came from third at the start of moto one to pass early leader John McManaway and Norm Bigelow for the victory. Bigelow also passed a slowing McManaway to take second in the moto. Biddle was fourth with Thomas Engelhardt fifth.

In the second race, Hilgenberg gated poorly but moved up from just outside the top 10 on the opening lap to overtake the leaders on the fourth go-around and claim the overall win on his Speed & Sport/Tsubaki/Rock Oil/Motion Pro-sponsored Bultaco. Despite riding with injuries, McManaway finished in the runner-up position (and second overall) ahead of Bigelow. Engelhardt and Biddle rounded out the top five for the day.

Another come-from-behind ride was put in by Ossa Phantom rider Charlie Beck in the 13-rider 250cc Vintage class.

Moto one saw Beck ride to a well-deserved win over McManaway, Honda rider Kevin Akrey, Blair Risnes and CZ pilot Terry Pratt. Beck suffered a last-place start in race two, then sliced through traffic, eventually settling into second place. However, he couldn't get to Akrey, who topped the moto. Chuck McConnell (who crashed after colliding with Akrey in moto one), Bultaco-mounted Eric Gooselaw and McManaway rounded out the top five. Beck's 1-2 gave him the day's overall ahead of Akrey, McManaway and Honda rider Risnes.

Only three 125cc Vintage riders showed up and Norm Bigelow went home the winner aboard a rotary-valve Kawasaki KX125. Hodaka rider Thom Kuhns was second ahead of Lee Fabry. •

Results

CZ OPEN STK: 1. Dean Biddle (CZ) 1-1; 2. Jim Keeton (CZ) 2-2; 3. Rick Diekmann (CZ) 4-3; 4. Vaughn Grant (CZ) 5-4; 5. Ron Aldrich (CZ) 3-6.

CZ OPEN MOD: 1. Jim Keeton (CZ) 2-1; 2. Lee Holth (CZ) 1-DNF.

CZ 250 STK: 1. Ken Greene (CZ) 1-1; 2. Chuck McConnell (CZ) 2-2; 3. Mike Aldrich (CZ) 4-3; 4. Lanny Jay (CZ) 3-4; 5. Brian Clark (CZ) 5-5.

CZ 250 MOD: 1. John Courts (CZ) 1-1; 2. Jim Keeton (CZ) 2-3; 3. Dean Biddle (CZ) 4-2; 4. Bob Barnett (CZ) 3-4; 5. Terry Pratt (CZ) 5-DNS.

125 VINT: 1. Norm Bigelow (Kaw) 2-1; 2. Thom Kuhns (Hod) 1-2; 3. Lee Fabry (Yam) 3-3.

250 VINT: 1. Charlie Beck (Ossa) 1-2; 2. Kevin Akrey (Hon) 3-1; 3. John McManaway (Yam) 2-5; 4. Blair Risnes (Hon) 4-6; 5. Eric Gooselaw (Bul) 7-4.

OPEN VINT: 1. Matt Hilgenberg (Bul) 1-1; 2. John McManaway (Yam) 3-2; 3. Norm Bigelow (Mai) 2-3; 4. Thomas Engelhardt (Yam) 5-4; 5. Dean Biddle (CZ) 4-6.

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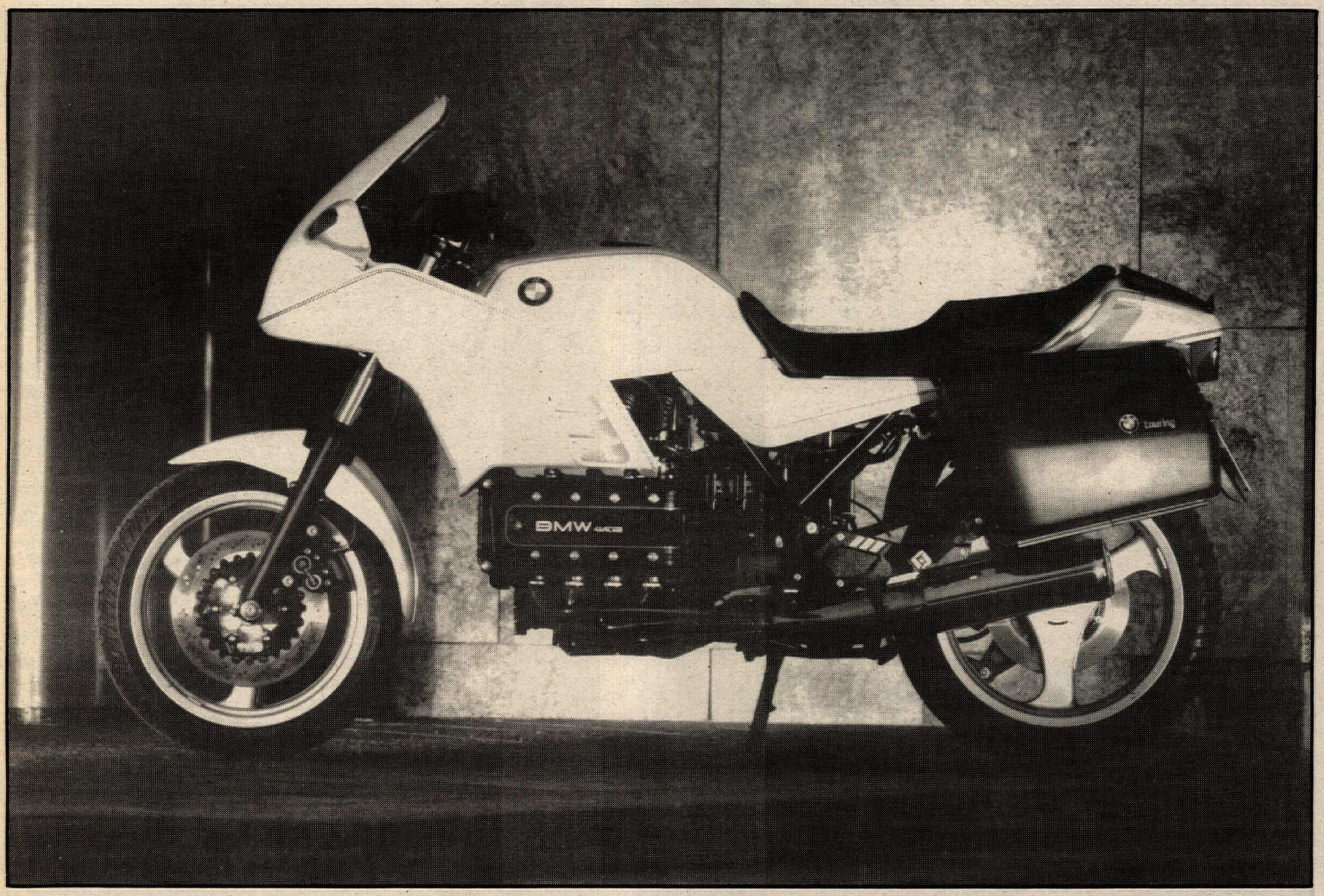
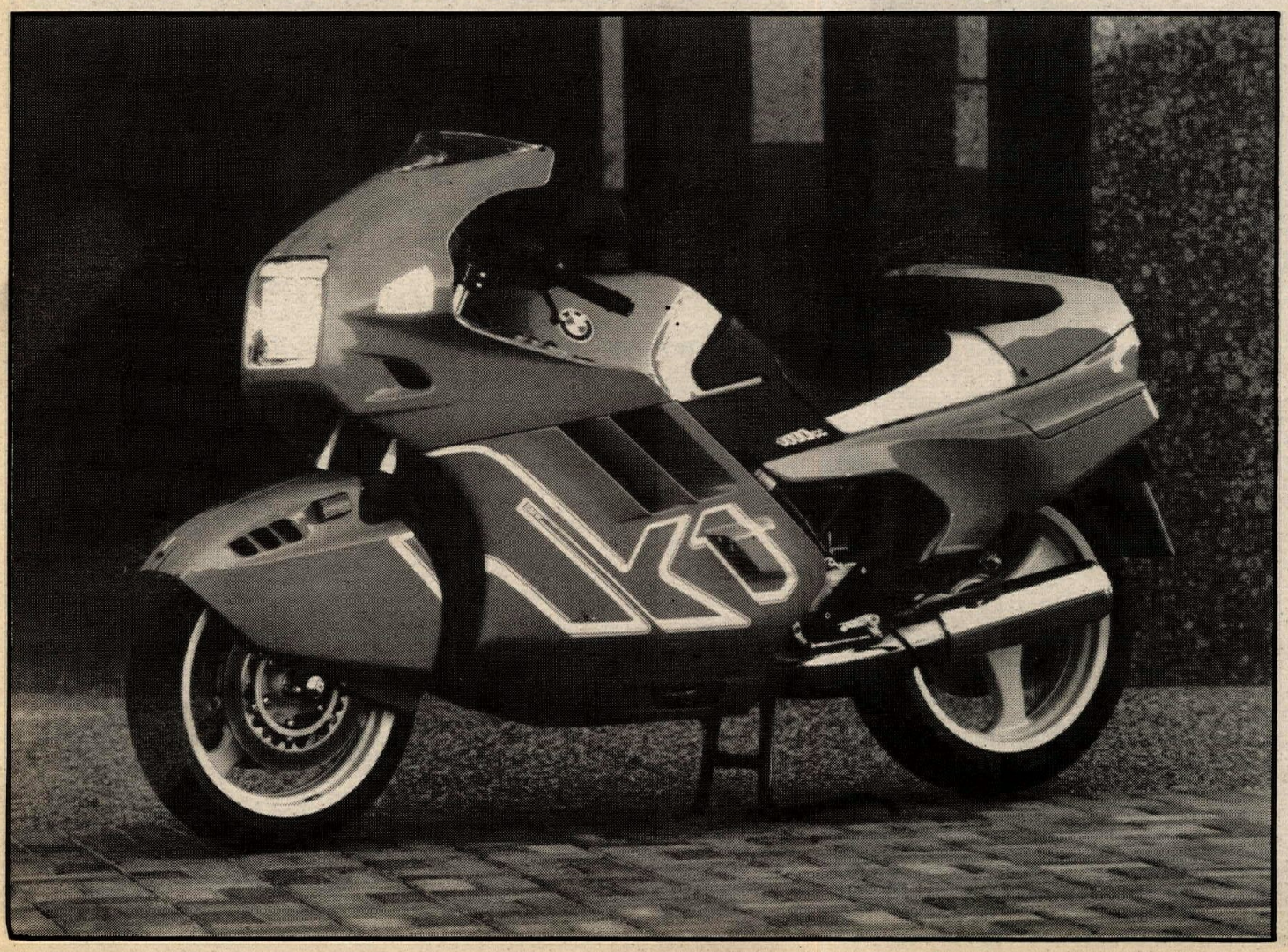
1990 BMWs

K1, revamped K100RS signal



BMW's revamped K100RS sport-tourer combines the 16-valve motor, chassis and running gear of the K1 sport bike with the bodywork of the existing K100RS.

The "Supersport" K1 is the star of BMW's 1990 model lineup; it will be available at dealerships in just a few weeks.



BMW unveiled its complete 1990 model lineup at a press conference and two-day test ride through the Hill Country surrounding San Antonio, Texas.

As was reported in *Cycle News* issue number 26, BMW's top-of-the-line model is the new-for-1990 K1, a so-called "Supersports" machine featuring an updated, 95-horsepower, four-valve per-cylinder version of the 1983-vintage K100 engine. The liquid-cooled, longitudinal, four-cylinder, 987cc four-stroke motor employs electronic engine management and fuel injection, while the chassis incorporates BMW's highly-touted Paralever to reduce driveshaft effect on the rear suspension, with electronic/hydraulic anti-lock brakes. The entire package is wrapped in a slick wind tunnel-designed aerodynamic fairing. The K1 comes in Marrakesh Red or Laguna Blue with yellow trim, and will be available starting in December with a suggested retail price of $12,990.

The real surprise was the announcement of a revamped K100RS (none were shown in Texas), which is essentially a K1 with K100RS bodywork. The new sports-tourer puts the accent on "sport" by combining the long-distance comfort of the K100RS with the performance of the K1's 16-valve powerplant, reinforced tubular steel spaceframe chassis, wide 17-inch

BMW's sporting intent for 1990

front and 18-inch rear three-spoke, light-alloy wheels with low-profile radial tires, dual four-piston front disc brakes, front fork, Paralever and anti-lock brakes. As on the K1, top (fifth) gear has been upped to allow a claimed top speed of 136 mph.

Some subtle changes from the K100RS' previous specification include nearly two-inch wider handlebars (to increase leverage), and the incorporation of the steering lock to the central ignition switch (rather than in its formerly awkward position down on the steering stem).

Options include a lower seat, luggage rack, saddlebags, tank bag, heated hand grips, emergency flashers, chin spoiler, engine crash guards, alarm, temperature and fuel gauges.

The K100RS will be available from June 1990, in pearl-silver metallic or yucca-green metallic with silver-painted wheels; no price has been set. In the interim, BMW will continue to sell the two-valve per-cylinder 1989 K100RS ABS, which retails for $11,790.

The K100 has won titles as Motorcycle of the Year in Germany five times running, with worldwide sales exceeding the 35,000 mark, and these improvements should do nothing but enhance its reputation.

Not as startling as the K100RS, but no less significant, was the introduction of two new models to the three-cylinder 750cc K75 range.

First and foremost is the new K75, an "entry-level" BMW with a low 29.9-inch seat height, comparably light 467-pound dry weight, raised handlebars and no fairing. At the press conference, Rob Mitchell, BMW's product information manager, stressed the problem of attracting new riders to a sport which is gradually losing new blood to the other sports and hobbies competing for would-be buyers' discretionary incomes; the standard K75 will hopefully fill that niche with a realistic price of $5990.

At the other end of the spectrum is the new K75RT, a fully-equipped touring bike in the K100RT tradition, but with less weight and a lower price; it will sell for $7990.

For 1990, all three K75 models will receive the 17-inch rear wheel and disc brake of the K100s, and the sport suspension of the K75S.

BMW plans to begin equipping the K75 series with ABS, and while no formal decision has been made, it is likely that ABS will only be available as an option from mid-1990, in the interest of keeping costs down on non-ABS-equipped units.

The fourth and final new model is the R100GS Paris-Dakar, which was featured in *Cycle News* issue numbers 39 and 44. The Paris-Dakar employs BMW's venerable air-cooled, horizontally-opposed, twin-cylinder 980cc four-stroke engine, with two pushrod-actuated valves per cylinder. It's decorated in the theme of the Paris-Dakar desert raid, and features a 9.25-gallon fuel tank, hand guards, small fairing, skid plates, and crash bars to protect the fairing and engine.

BMW prefers to call this category of motorcycle "Adventure" bikes (rather than dual-sport), and sees the class as a growing segment of the motorcycle market.

In 1990, both the $7860 Paris-Dakar and the $6490 standard R100GS models will have sport suspension available as an optional conversion kit. The standard GS is also available in a new Marrakesh Red color scheme.

The balance of BMW's 10-model 1990 lineup includes the $12,690 K100LT luxury tourer, now with ABS, a redesigned windscreen (for better optics), larger topcase, and a BMW-by-Corbin saddle; the $6990 K75S sport bike, with a BMW-by-Corbin saddle and a $335 price reduction from '89; and the venerable R100RS sport-tourer and R100RT touring bike (prices unavailable).

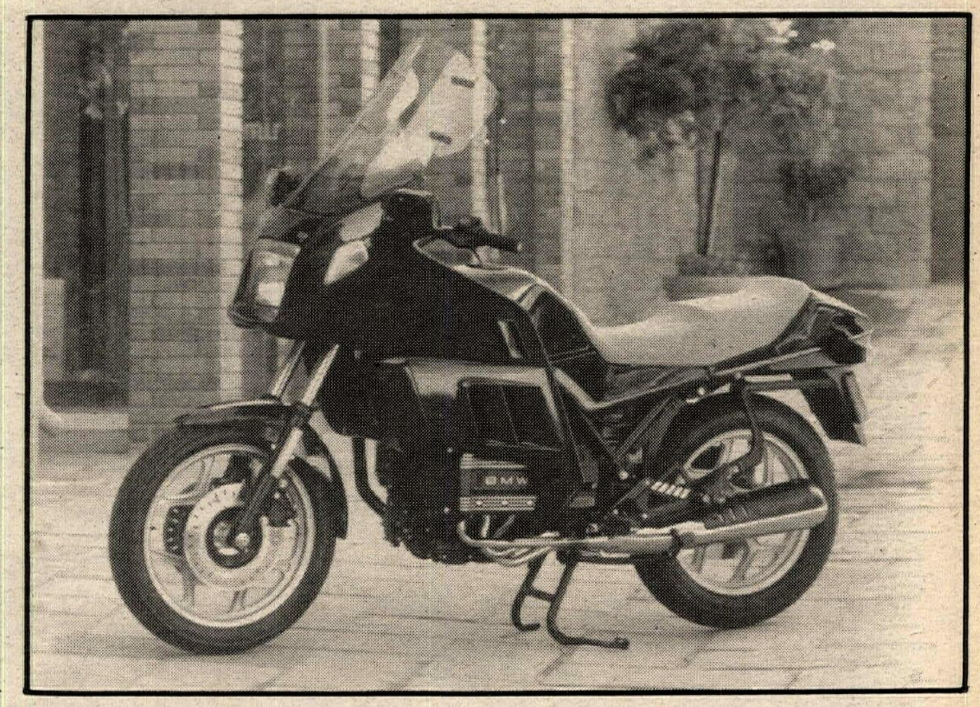
All 1990 BMWs are covered by a three-year, unlimited mileage warranty and a free Roadside Assistance Plan.

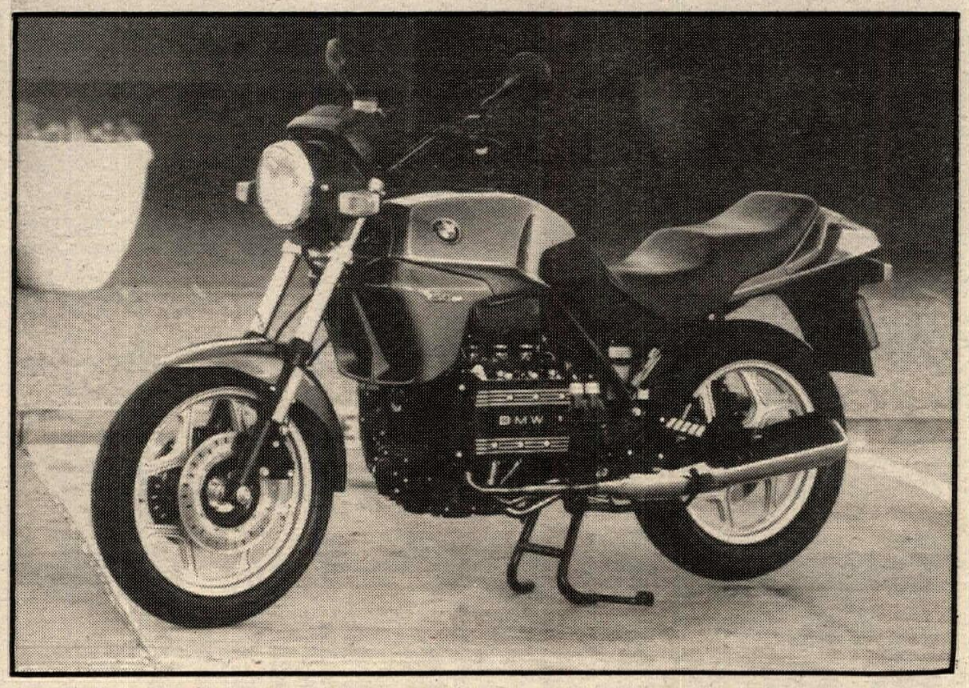
Hans Koudella, BMW's vice-president, motorcycle group, said that he was "amused to hear rumors that BMW is going out of the motorcycle business," and cited its eight percent increase in production (from 24,000 units in 1988 to 26,000 in '89), new research and development facility, new models, and the development of ABS as evidence that the German firm is "here to stay."

Looming on the techological horizon is BMW's fully-controlled, three-way catalytic converter, which they plan to debut at the Cologne International Bicycle and Motorcycle Show in September 1990.

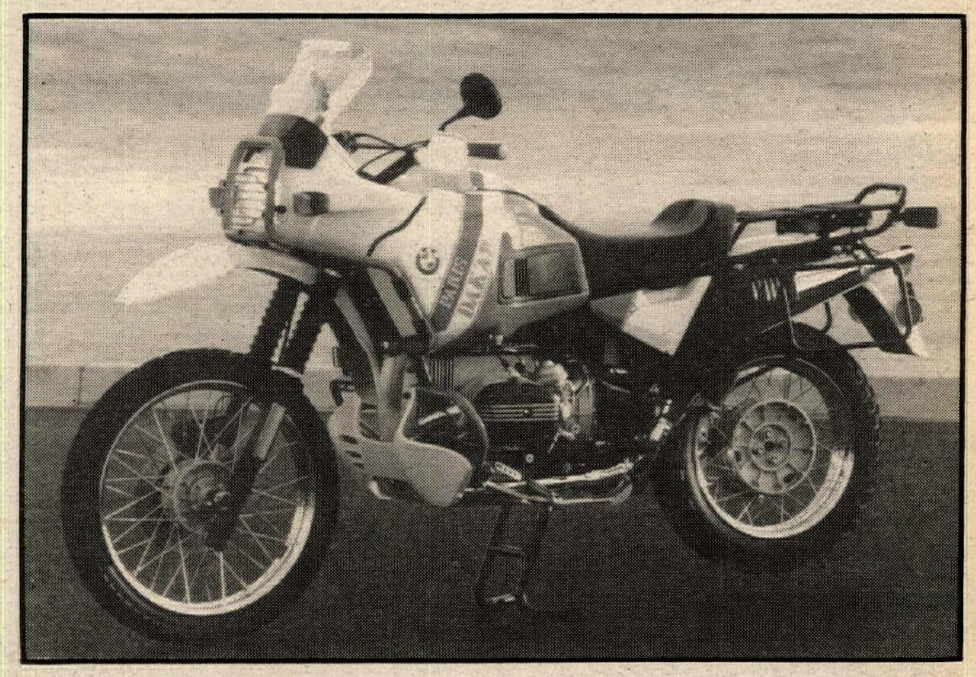
Koudella said that BMW now plans to make the U.S. its second "home market" (Germany is, of course, number one). BMW's goal is a four-and-a-half percent share of the 600cc-plus U.S. market, which they plan to acquire without compromising their position at the top of the customer satisfaction index.

Summing up what Koudella called a "new spirit of rejuvenation" in BMW's U.S. marketing stance is its new slogan: "Worth the Obsession."

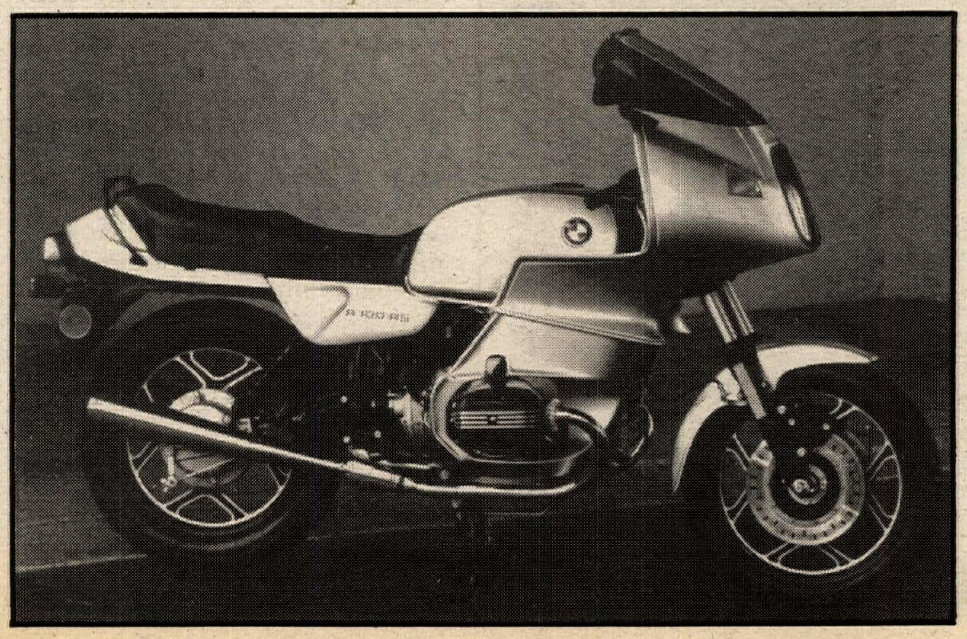


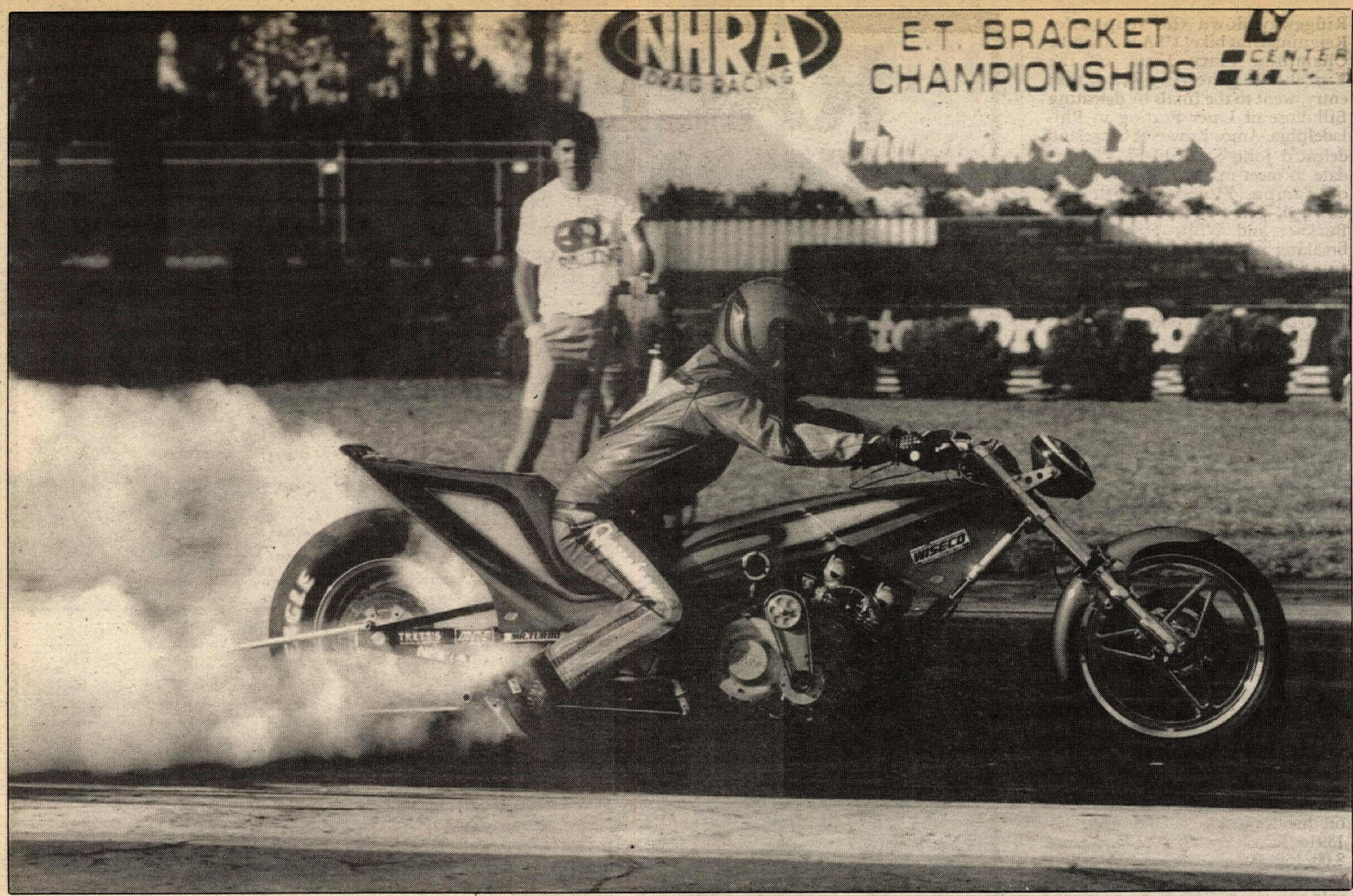


Two new K75 triples round out BMW's middleweight offerings: (above) the K75RT is a lighter weight, lower-cost alternative to the fully-equipped K100RT touring model; (left) the K75 is a no-frills, entry-level BMW with low seat height and high-rise handlebars. (Below) The R100GS "Adventure" bike is also available in this attractive Paris-Dakar guise.

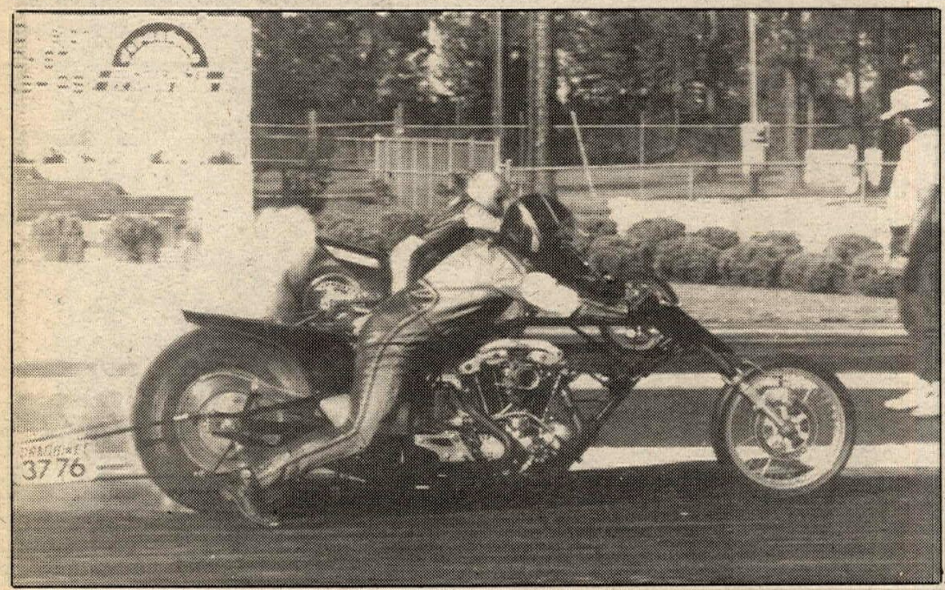


The ever-popular R100RS 'Boxer' twin has been gradually improved over the years; it still represents what many enthusiasts consider the ultimate sport-tourer.



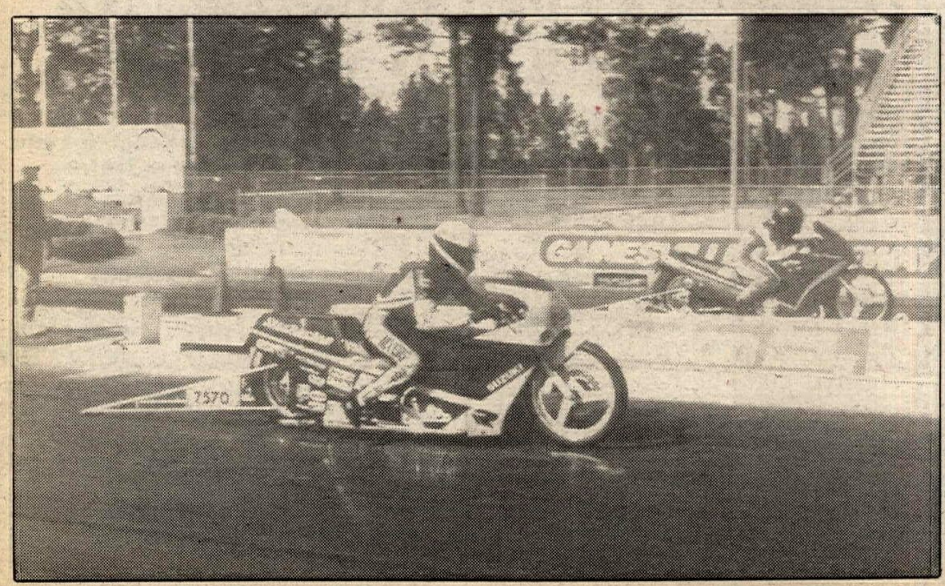


Rusty Quesenberry won the Top Fuel Eliminator class at the Dragbike! USA National Finals with a 7.28-second, 190.51 mph run.



Harley-Davidson-mounted Dave Bartley won the Super Fuel Pushrod crown with a win over Marion Owens in Gainesville, Florida.

Jon Meyers (near lane) beat Guy Guaragna (far lane) in the first round of the Pro Stock Eliminator class and went on to win the final.



Dragbike! USA National Drag Race Finals

Quesenberry's top gun in Gainesville finals

By George Hoffman

GAINESVILLE, FL, NOV. 12

Twenty-four National records, including the world's fastest Pro Stock mark, fell at the 12th running of the Dragbike! USA National Finals at NHRA Gainesville Raceway in north Florida as 368 teams celebrated at the season-ending event.

Top Fuel Eliminator action pitted the new high-tech turbocharged dragbikes against the traditional, supercharged nitro-burning dragbikes, and this time — despite excellent representation by the likes of Sam Wills, National Champion Mike Malone and other nitroburners — the turbos came out on top.

In the opening round of the single-elimination event, Wills and his Wills-Naff/Grey Kawasaski-sponsored nitroburner topped Bill Timmons' turbo, 7.10/162.89 to 7.34/183.22. Ron Krol's amazing gas-only carbureted 1770cc Suzuki clocked a 7.21/186.41 to advance. World record holder Mark Miller and his Kawasaki then defeated Charles Israel and his 1325cc turbo, 7.19/185 to 7.76/167.53. The round ended with Rusty Quesenberry of Virginia knocking off the Ford Racing-sponsored Suzuki of Marvin George, 7.23/187.69 to 8.20/150.52.

The second round saw Wills edge Krol, 7.52/191.53 to 7.70/164.23; Quesenberry upset Miller with a gate-job .625-.697 leave with the Virginian winning with a slower time, 7.18/191.24 to Miller's 7.11/185.5.

The finale was an all Kawasaki test with supercharged nitro facing off against turbo. Wills left first with a .494 launch to Quesenberry's .571 reaction time, and the turbo clipped a fine time of 7.28 seconds at 190.51 mph. The supernitro machine ended with a higher top speed at 191.20 mph, but slower ET - 7.47 seconds.

A record turnout in OHC Funnybike competition yielded tremendous competition and record-setting times by Bill Hahn Jr. in SF/B at 7.26 seconds, and in FB Gas Nitrous by John Sachs Jr. at 7.82/170.26; both were Kawasaki mounted.

After scaring the rest of the field with his 7.26-second run, Han ran into misfortune during the first round as his tire came off the rim during a burn-out, sending Mike

Ridgeway down the strip solo. Reigning Dragbike! USA Funnybike Champion Vince Testa, on the Vincent Engineering Kawasaki entry, went to the finals by defeating Bill Vose of Lazer Porting in Philadelphia. Amos Brown of Cleveland defeated John Sachs of Ft. Lauderdale to meet up with Ralph Smith of Tampa, Florida. Smith had downed Terry Stonecipher, Loris Buckner and Willie Foster before breaking and handing Testa the bye run into the Superfinal against Superfuel Pushrod Harley winner Dave Bartley.

Bartley had defeated Marion Owens for the Superfuel Pushrod crown earlier in the day.

Testa, on a Kawasaki, was dialed, turning his best time of 7.72 seconds to Bartley's 9.15-second run; after a solid launch by both riders, Bartley's engine exploded giving the win to Testa.

Pro Stock Eliminator provided the throng of Gainesville spectators with the tightest competition and fastest speeds of any Pro Stock event. Jon Meyers of Alabama clocked the quickest time and fastest speed of any Pro Stock in the sport's history. In round one, Meyers started his march to the title with a win over the Guy Guaragna Suzuki Katana, 7.81/172.21 to 8.13/160.48. Next up was the Ben Mens/Wardell Daniels match-up with Mens advancing with a 7.95/167.75 to 10.74/83 win. Jim Hayden advanced over a broken down Don Turck; Paul Gast topped a red-lighting Keith Gray with Gast running a 7.95/164.20; Russ Nyberg on his Kawasaki 1500 topped the 1394cc Kawasaki Ninja of Don Shaw 8.00/166.29 to 8.66/154. In round two, Meyers turned in a 7.82-second solo run while Gast knocked off the Nyberg entry 7.91/166.17 to 8.00/166.17; Mens then knocked off Jim Hayen in a squeaker, 8.014/168.72 to 8.055/161.37.

In the Semi, Gast received the free ride into the final while Meyers knocked out Mens, 7.84/171.16 to 7.98/166.57. In the final, Meyers gated better than Gast, .454-.846, and clocked a 7.78/173.31 to Gast's 7.98/163.487 to take the Pro Stock title.

Pro Street, Dragbike! USA's exclusive, no-wheelie-bar class, was a wild affair. In round one, Larry Wallace of Georgia cruised to victory when Wes Nyce's 1198cc Suzuki broke. Don Chang of Florida beat engine builder and teammate Joe Franco with a gate-job, .567-739, and slower 9.11/145.09 to Franco's better 9.01/157.95. Another Floridian Pierre Elliott recorded a fine 8.58/161.37 in a solo run over a broken Bill Vose; and world record holder Steve Moore of New Mexico defeated Philadelphian Sam Parks and his Suzuki, 8.56/154.77 to 8.91/151.48.

The second round saw the Chang Gang Kawasaki upset the record holding Moore entry with an 8.94/144.60 as Moore experienced difficulties. Elliott stopped Wallace, 8.53/162.36 to 8.84/152.05, setting up a Suzuki/Kawasaki confrontation. In the final, however, it was Elliott overcoming a big Chang gate-job, .544-.715 with a much better 8.59/160.65 to top Chang's 8.97/146.15. ●

Results

PRO COMP: 1. Reggie Showers (Suz); 2. Mike Wettstein (Kaw).
PRO NITRO: 1. Fletcher Mitchell (HD).
MEGA ELIM: 1. Doug Frierson (Kaw); 2. Gary Elliott (Kaw).
ULTRA ELIM: 1. Ed Grothus (Kaw); 2. Bim Raborn (Suz).
PRO GAS: 1. Steve Muller (Kaw); 2. Art Engstrom (Kaw).
SUPERGAS: 1. Tom Klemme (Suz); 2. Roy Johnson (Kaw).
COMP ELIM: 1. Pete Laub (HD); 2. Mike Durham (Kaw).
PROD ELIM: 1. Dennis Guth (Suz); 2. Bob Carpenter (Suz).
PRO ET: 1. Steve Muller (Kaw).
SPRTMN ET: 1. Terry Jones (Suz).

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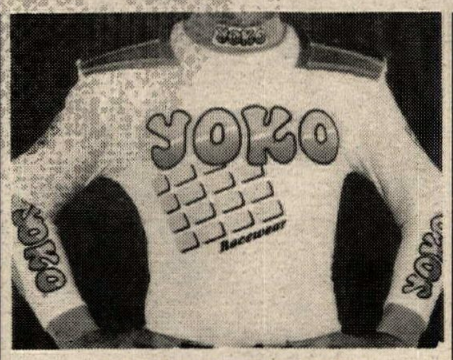

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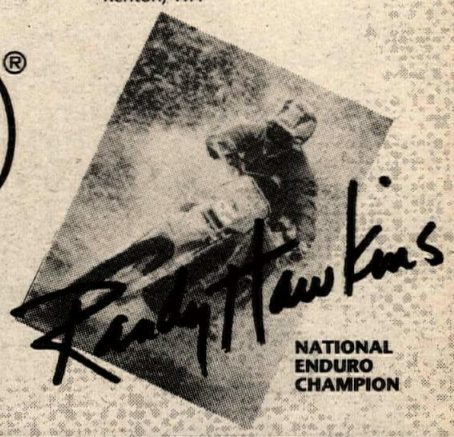

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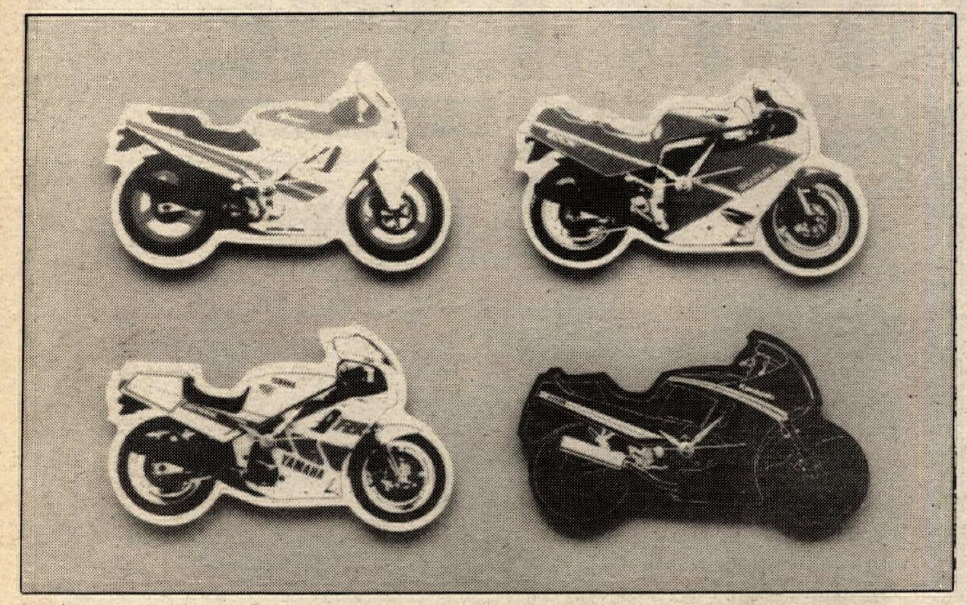
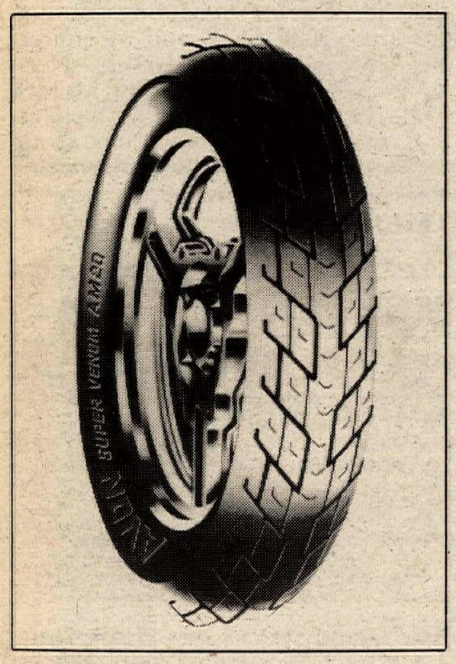
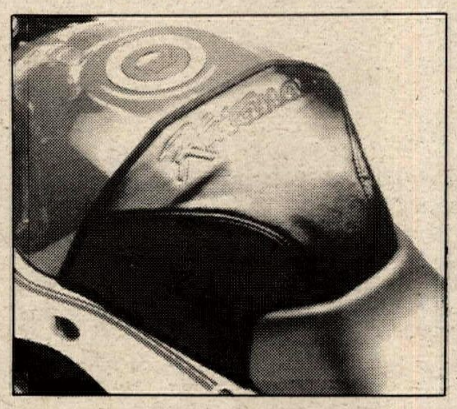


Make sure your sportbike enthusiast is on time all year long with Lockhart Sportbike Clocks. Each 6x10-inch clock features an acrylic, two-color screened artist's rendering of popular sportbikes, with logo clocks also available. The suggested retail price is $19.95 from Lockhart, Dept. CN, 991 Calle Negocio, San Clemente, CA 92672, 714/498-9090.

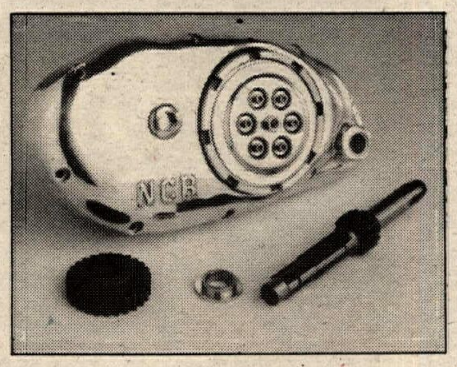
Maier Mfg.'s road race front number plates are designed to fit the exact shape and contour of O.E.M. or Maier Mfg. replacement fairings and help the aerodynamics as well as provide a surface to apply numbers. Made of high-density polyethylene in a wide array of colors, the plates sell for $16.83 at your dealer, or contact Maier Mfg., Dept. CN, 12435 Loma Rica Dr., Grass Valley, CA 95945, 916/272-9036.



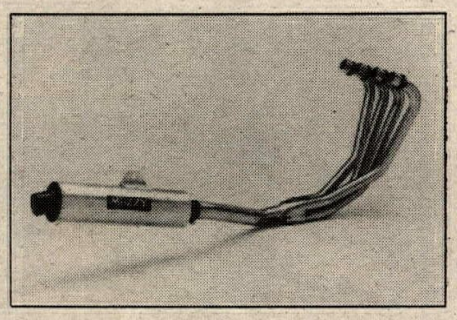
Avon's 90/90H21 AM21 front tire for Harley-Davidsons is claimed to reduce rain groove tracking and features a uni-directional pattern with circumferential grooves running alongside an unbroken center section which helps promote directional stability and Avon's high hysteresis "cling rubber" compound to produce high adhesion levels yet provide prolonged tread life. The tire carries an H-speed rating (130 mph) and can be mounted in either tube or tubeless applications. For more information, see your local dealer or contact Avon Tyres Ltd., Dept. CN, 407 Howell Way, Edmonds, WA 98020, 206/771-2115.



Protect your favorite Suzuki GSXR, Katana or GS500 rider's gas tank with a Genuine Suzuki Accessories tank cover. The black, padded covers protect the tank from scratches and chips caused by belt buckles or zippers and are available for $24.95 from your nearest Suzuki dealer.

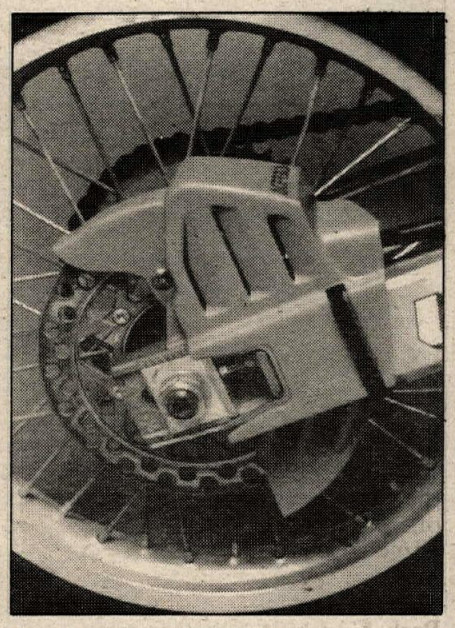


Fast by Ferraci's N.C.R. competition dry clutch kit for Ducati 250/350/450 models consists of a polished cast aluminum cover, replacement clutch output shaft and matched drive gear, special alloy friction plates and heavy-duty clutch springs. This bolt-on kit has a suggested retail price of $1195.00 and is available from Fast by Ferracci, Dept. CN, 1641 Easton Rd., Willow Grove, PA 19090, 215/657-3832.

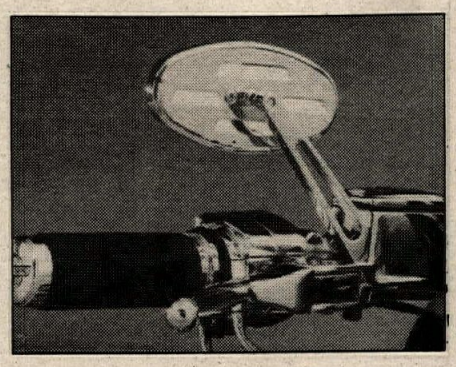


The Muzzy R&D exhaust system for 1988/'89 Suzuki GSXR750s is made of stainless steel, retains oil drain access and is claimed to increase horsepower in all areas of the powerband for $349.00. A full-race version is also available for $495.00 in stainless steel or a titanium version for $1495.00. For more information contact Muzzy's R&D, Dept. CN, 17216 Lilac St., Hesperia, CA 92345, 619/949-5131.

Two designs of Styl Martin boots are available from Lockhart. The Lawson Speed boot comes with double leather at the shifter and toe area, ankle padding, reinforced toe and heel, double stitching, full side zipper and is completely lined with leather for $149.95. The Mistral Air Tech features air intakes at the shin and front foot, air vents in the heel area, external shifter, toe heel and shin plates, ankle stud plates and it is also fully leather-lined for $169.95. For more information contact Lockhart, Dept. CN, 991 Calle Negocio, San Clemente, CA 92672, 714/498-9090.

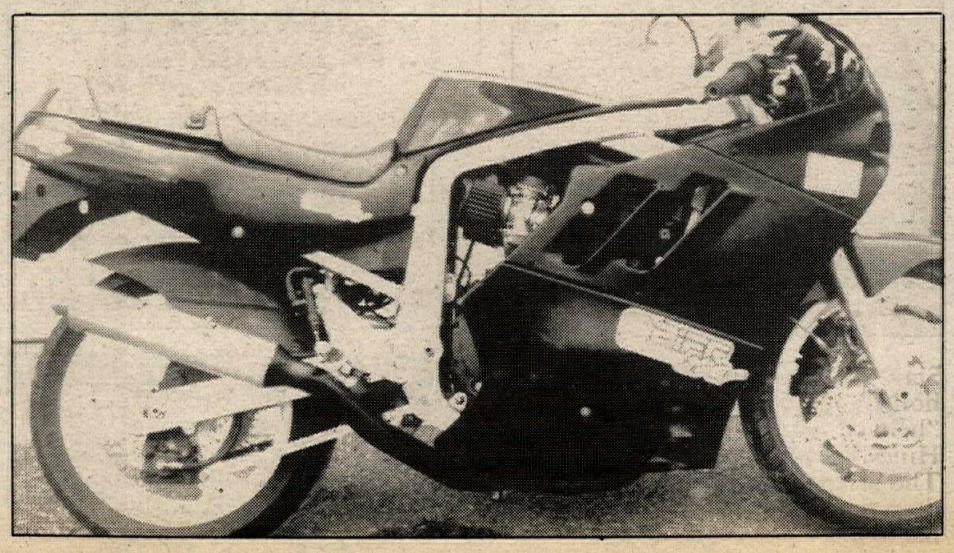


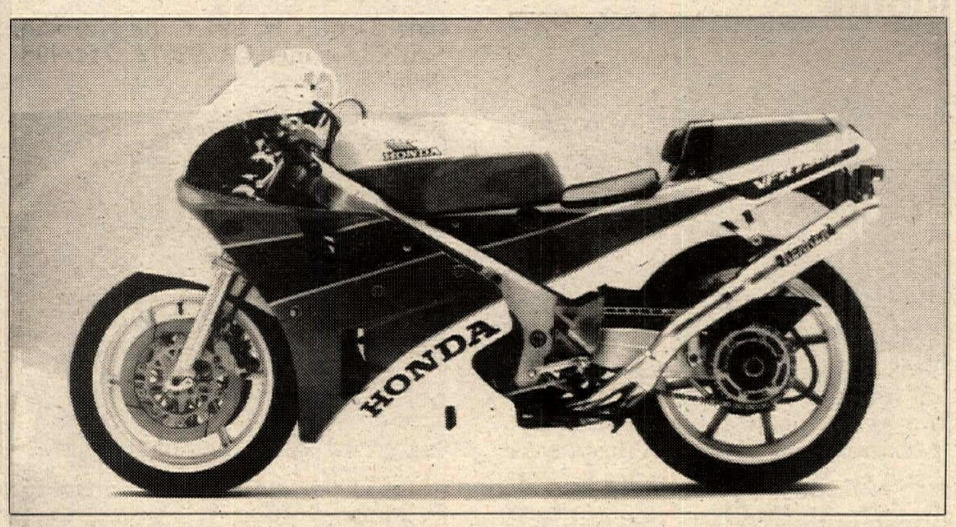
Acerbis rear disc brake covers are custom-designed for a wide range of motocross/off-road models and are available at your local dealer for $22.95 in a variety of colors. For more information, contact Acerbis Plastica USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071, 619/562-1440.



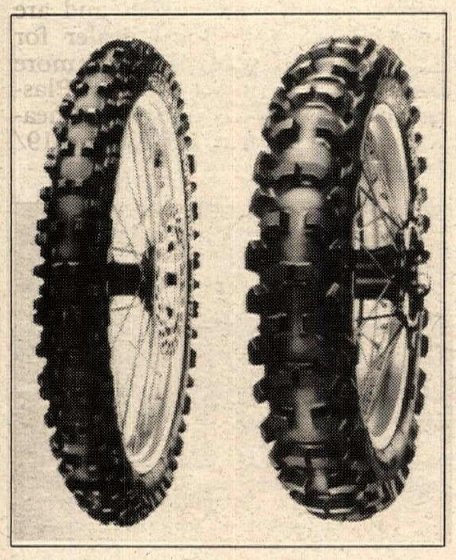
Christmas is a time for reminiscing, for looking over one's shoulder, so to speak, and what better way to do so than with the Stealth custom mirror from Drag Specialties. The highly-polished, chrome-plated unit fits all 1972-89 Harley-Davidson brake or clutch lever housings, and retails for $26.75. For further information contact your dealer or Drag Specialties, Dept. CN, 3420 Kilmer Lane, Plymouth, MN 55441, 612/544-8996.

Maier Mfg.'s replacement fairing body parts for Suzuki GSXR and other models are replicas of the stock OEM units made of black high-impact A.B.S. plastic suitable for painting. For more information see your local dealer or contact Maier Mfg., Dept. CN, 12435 Loma Rica Dr., Grass Valley, CA 95495, 916/272-9036.

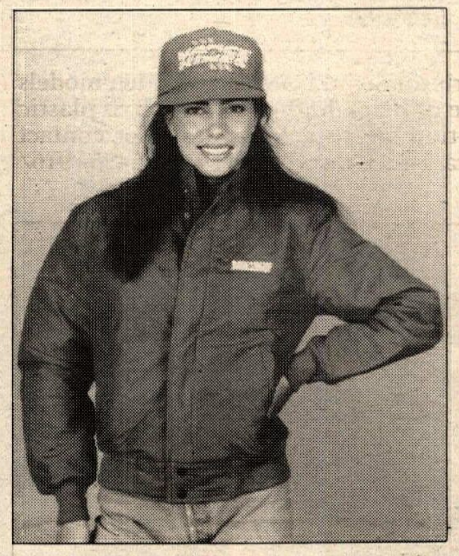




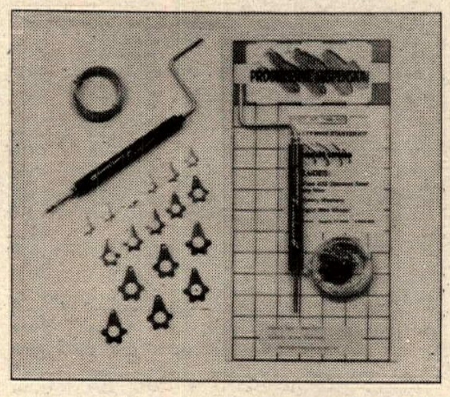
Kerker produces the 4:2:1 exhaust system for just about all of the late-model Japanese sport and sport-touring bikes, including Honda's RC30. Kerker claims that the system increases horsepower and reduces weight, and on most bikes oil filter and drain plug access is maintained. Available in Kerker's White Tip coating, a silver-colored coating that carries a lifetime guarantee, or black Kerker Kote. For more information and price for your particular model, see your local dealer or contact Kerker, Dept. CN, 7900 Deering Ave., Canoga Park, CA 91304, 818/999-3060.



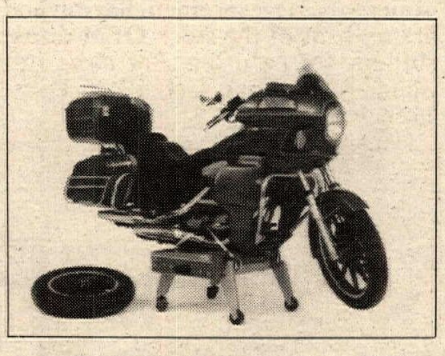
Metzeler's Soft Cross tire replaces the MXR 199/299 and features improved traction over a wider range of terrain, more durable knobs to reduce breakage in hard-terrain sections and light weight. Available in 21, 19 and 18-inch sizes at your local dealer, or contact Metzeler, Dept. CN, 4520 107th St. S.W., Everett, WA 98204, 206/348-4000.



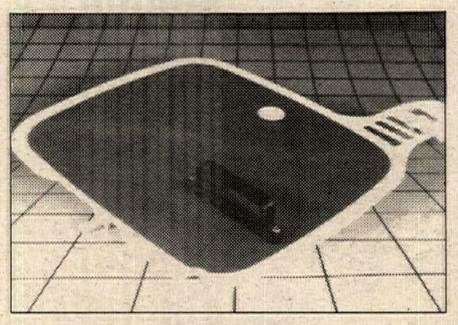
Stay warm while riding to your holiday gatherings and cover up "helmet hair" with the Vance & Hines Team Riding Jacket and Cap. The jacket features a closing collar, deep pockets, elastic arm and waist bands to keep cool air out and Vance & Hines racing logos embroidered in white across the back and left front. The Team Jacket sells for $54.95 and the matching corduroy cap goes for $8.95 at your local dealer, or contact Vance & Hines, Dept. CN, 14010 Marquardt Ave., Santa Fe Springs, CA 90670, 213/921-7461.



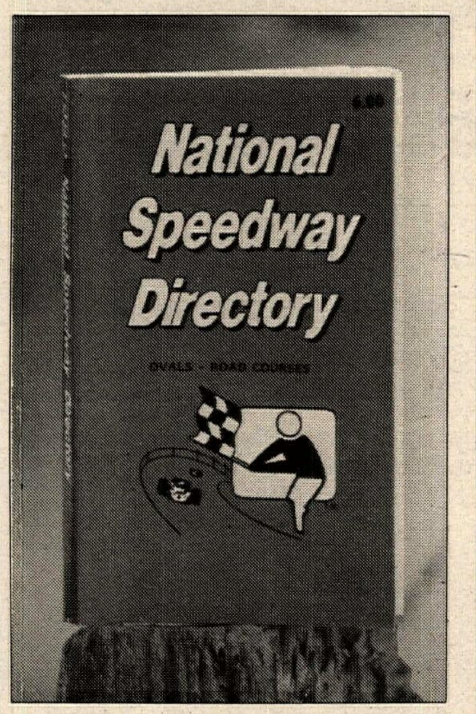
Progressive Suspension's Safety Wire Starter Kit comes with stainless steel wire, safety washers, rapid wire winder and instructions for a suggested retail price of $15.95. Additional replacement wire and washers are also available. For more information see your local dealer, or contact Progressive Suspension, Dept. CN, 11129 G Ave., Hesperia, CA 92345, 619/948-4012.



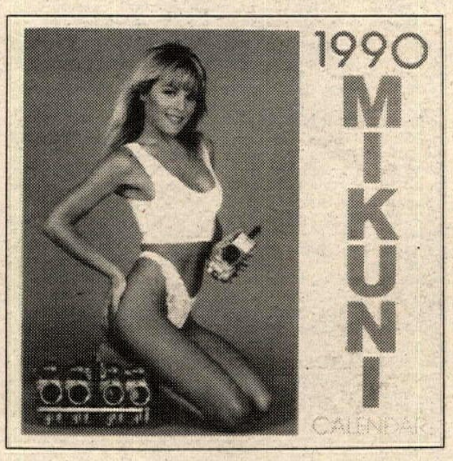
The Cycle Jack from Lincoln Manufacturing Co. lifts and securely holds up to 1000 lbs. at a maximum raised height of 14 inches. Once on the stand, the motorcycle can be rotated for easy access or rolled into a corner for storage. The Cycle Jack carries a suggested retail price of $325.00, plus shipping. For more information contact Lincoln Manufacturing Co., Dept. CN, P.O. Box 30303, Lincoln, NE 68503, 800/221-4109.



Stuff your favorite motocrosser's stocking with Pro Circuit's Works Cable Guides. Styled after the factory units, these two-piece guides allow quick removal of the front brake line. Available for $8.95 from Pro Circuit, Dept. CN, 4214 La Palma, Anaheim, CA 92807, 714/993-5400.

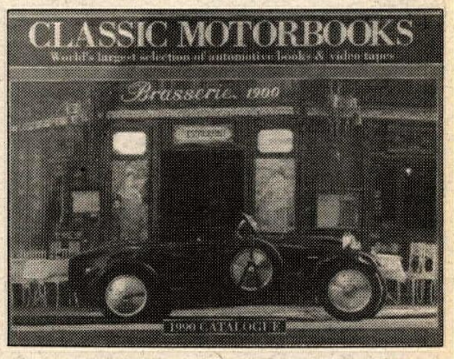


If the dirt tracker or road racer in your life is forever getting lost, maybe he needs the National Speedway Directory. This 288-page guide lists ovals and road courses in 48 states and Canada, with information on locations, sanctioning bodies, promoters, etc. It's available for $8 (including shipping and handling) from National Speedway Directory, Dept. CN, P.O. Box 448, Comstock Park, MI 49321, 616/361-6229.

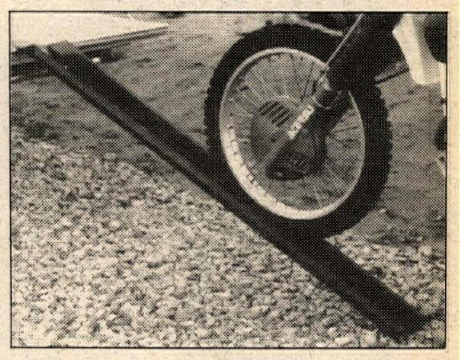


You won't have to wait until New Year's Day to hang Mikuni's 1990 pin-up calendar on the wall. The full-color, 15x15-inch, 16-month calendar begins with September, 1989, so that you won't have to wait for the new year to show off the high-performance models, each well-equipped and lightened of non-essential materials for competition. An 18x24-inch poster of the cover model is included with each order. Available by mail order only for $9.95 from Mikuni, 1990 Mikuni Calendar, Dept. CN, 8910 Mikuni Ave., Northridge, CA 91324, 818/885-1242 or 213/873-2101.

Pirelli's V-rated MT08/09 Match tires are designed for use on non-current model sport and sport-touring bikes. The rayon cross-ply version is intended for older models with less sophisticated suspension and frames, while the bias-belted model is intended for newer, high-powered bikes with more sophisticated suspension. The tread pattern is a sport design with directional grooves for improved water drainage. For more information see your Pirelli dealer, or contact Pirelli Tire Corp., Dept. CN, 2001 Gateway Pl. Suite 700, San Jose, CA 95110, 408/995-6222.



Looking for a special book for the racer on your list? Try the 1990 Classic Motorbooks Catalog. Among the over 7000 book and videotape titles are several motorcycle selections such as Motocourse and Motorcycle Grand Prix Year, as well as race-preparation manuals and riding techniques books. Available from Classic Motorbooks, P.O. Box 1, Osceola, WI, 54020, 800/826-6600.



The Grand Sport Super Heavy Duty Loading Ramp from Sport Tracks is constructed of 16-gauge steel powder coated in black, red or blue and has an 800-lb. load capacity for street or dirt bikes. Available at your local dealer for $34.95, or contact Sport Tracks Co., Dept. CN, 12775 Foothill Blvd., Sylmar, CA 91342, 818/361-6070. •

FILE PHOTO BY MIKE KLINGER

Clint Diaz finished fifth overall at the SCEC Gobbler Enduro in Red Mountain, California. The event was won by Craig Flanders.

Flanders roasts Gobbler Enduro

By T.C. Carson

RED MOUNTAIN, CA, NOV. 5

Suzuki-mounted Craig Flanders scored his first-ever CRC/SCEC enduro overall victory — as well as the 200cc A class win — with a 0.30 score at the Gobbler Enduro at Teagle Wash. The Flanders Company-sponsored rider edged 200cc B rider Evan Cevene by just three seconds at the tie-breakers, while Yamaha riders Rick Sowma and Mike Ryan tied for third overall and the Vet 250cc A class win with 0.46 points apiece. Rounding out the top five, two seconds back of Sowma and Ryan, was Clint Diaz, who finished third in the Vet 250cc class.

Settling into the sixth place position was the 250cc A class winner Kit Palmer, who squeaked ahead of the Open A class victor, Husky-mounted Jordan Chaney by seven seconds, 0.61-0.68. Chaney had five seconds to spare over the second Open A class rider Gary Dudley, riding a Honda. Filling out the top 10 overall positions were Vet 250cc B class winner Charles Coulson and Senior 250cc AA class winner Sam Bell.

The Gobbler Enduro featured three loops totaling approximately 75 miles. The first loop featured an easy 20-mile loop designed with the beginner enduro rider in mind. New SCEC rules state that a rider can't be penalized for being late at any of the first-loop checks, but burns count. This gives veteren SCEC enduro riders the opprotunity to introduce new riders to the sport and ride with them to teach newcomers timekeeping skills, without worrying about being late to the checks. SCEC plans on using this system indefinitely.

The second 20-mile loop was slightly more challenging, but all the top riders managed to zero the loop. It wasn't until the third 35-loop where riders began dropping points, although not very many did.

The first 30-mph special test in the third loop cost most of the top riders at least one point, while the second special test was easily zeroable for most of the AA, A and B riders. The first nine overall finishers managed to zero the course, while the next 57 riders scored one-point scores.

Matt Sweeney was the Two-Loop overall winner with a score of 0.42, while the only other zero score was turned in by Beginner A rider John Clausen. Rounding out the top five were Tim Kahs, Cliff Cook and Brian Stirling.

The Loop-One overall winner was Jim Crawford.

Results

O/A: 1. Craig Flanders (Suz); 2. Evan Cevene (Hon); 3. (TIE) Rick Sowma (Yam)/Mike Ryan (Yam); 5. Clint Diaz (Yam); 6. Kit Palmer (Suz); 7. Jordan Chaney (Hus); 8. (TIE) Gary Dudley (Hon)/Charles Coulson (Hon); 10. Sam Bell (Kaw).

250 AA: 1. Dave Lambert, Jr. (Kaw); 2. Scott Crawford (Yam).

4-STRK AA: 1. Terry Huffman (ATK).

VET OPEN AA: 1. R. Woodruff (C-A).

SR OPEN AA: 1. Bill Daniel (KTM).

SR 250 AA: 1. Sam Bell (Kaw).

OPEN A: 1. Jordan Chaney (Hus); 2. Gary Dudley (Hon); 3. David Larsen (KTM); 4. Mark Glasmeier (Yam); 5. Bill Kuentz (KTM).

250 A: 1. Kit Palmer (Suz); 2. Brett Bainbridge (Yam); 3. Marty Garner (Yam).

200 A: 1. Criag Flanders (Suz); 2. Gary Garner (Yam); 3. Kay Kleiber (Kaw); 4. Robert Rumrill (Kaw).

4-STRK A: 1. Randy Bennett (Hon); 2. Randy Bustamante (Hon); 3. Al Spangler (Hon).

VET OPEN A: 1. Gary Beck (ATK); 2. Chris Voelker (Hon); 3. Bob Seitz (ATK); 4. Forrest Stowells (Hon); 5. Lyle Parthemer (Hon).

VET 250 A: 1. Rick Sowma (Yam); 2. Mike Ryan (Yam); 3. Clint Diaz (Yam); 4. Mike Ferro (Hon); 5. Steve Bebeck (Hon).

SR OPEN A: 1. Gary Niederhuth (Yam); 2. Mike Hoehl (KTM); 3. Roger Cooper (C-A); 4. Trevor Powell (Hus); 5. Rick Taylor (Hon).

SR 250 A: 1. Larry Mason (Yam); 2. Charles Brown (Yam); 3. Wayne Stanfield (Kaw); 4. Dennis Scammell (Kaw); 5. Donnie Curd (Kaw).

S/SR A: 1. Doug Douglas (Yam).

WMN A: 1. Dana Bell (Kaw); 2. Lisa Latham (Kaw).

OPEN B: 1. (TIE) Todd Jergensen (KTM)/Terry Proffer (Kaw); 3. (TIE) Paul Zarr (Hon)/Doug Graves (Hon); 5. Cliff Ranney (Hon).

250 B: 1. Tim Gross (Hon); 2. Scott Daw (Yam); 3. Fred Tuttle (KTM); 4. Joe Crider (Hon); 5. Randy Peters (Suz).

250 B-16: 1. Chris Anderson (Yam).

200 B: 1. Evan Cevene (Hon); 2. Jeff Burke (Yam); 3. Mark Fraker (Kaw); 4. William Flanders (Hon).

200 B-16: 1. Matt Freeman (Suz); 2. Graig Hoffman (Kaw).

4-STRK B: 1. Steve Johnson (Hus); 2. Greg Appelman (Hon); 3. Mike Mann (Hon); 4. Mark Mileski (Hon).

VET OPEN B: 1. Terry Proffer (Kaw); 2. Glenn Hagbery (Kaw); 3. Dale Ogden (Hon); 4. Mike Farrington (Hon); 5. George Reese (KTM).

VET 250 B: 1. Charles Coulson (Hon); 2. Gary Horwald (Hon); 3. Rick Early (Hon); 4. (Tie) Mark Louthan (Yam)/ Jim Johnson (Hon).

SR OPEN B: 1. David Petersen (Hon); 2. Phil Blackburn (ATK); 3. Ron Holst (Hon); 4. Ken Neal (Yam); 5. Chris Hill (Hon).

SR 250 B: 1. Rick Early (Hon); 2. John Flanders (Hon); 3. Jim Kurtz (Hon); 4. Paul Flanders (Hon); 5. Donald Simone (Kaw).

S/SR B: 1. Harry Hoffman (Hon); 2. Keith Anderson (Yam); 3. Richard Tomac (Yam).

OPEN C: 1. John Evans (Yam); 2. Charlie Benton (KTM); 3. Eric Peterson (Hon); 4. Jeff Greene (KTM); 5. Dan Yearta (Hon).

250 C: 1. Matt Woodward (KTM); 2. Greg Goenetta (Kaw); 3. Jim Webb (Yam); 4. Steven Lusa (Yam); 5. Kent Jarrett (Suz).

200 C: 1. Todd Conrow (Kaw); 2. Frank Crilley (Kaw); 3. Dean Beauchamp (Yam); 4. Corey Edwards (Hon); 5. Chris Stangl (Yam).

4-STRK C: 1. Dan Darbison (Hon); 2. Bill Solt (Hus); 3. Paul Truax (Yam); 4. Andrew Turner (Hon); 5. Barry Hopfe (Hon).

VET OPEN C: 1. Michael Yelton (ATK); 2. Ronald Godel (Hon); 3. Gene Reese (KTM); 4. Edward Parker (Hon); 5. Dan Ayers (Hus).

VET 250 C: 1. Jim Spear (Hon); 2. Don Jameson (Kaw); 3. William Kanayan (Yam); 4. Rodger Galloway (Hon); 5. Chuck Haltom (Hon).

SR OPEN C: 1. Dave LeGault (Hon); 2. Robert Beaudoin (Yam); 3. Gary Feener (Hus); 4. Bruce Carver (Hus); 5. Klaus Reitter (Hon).

SR 250 C: 1. Steve Freeman (Kaw); 2. Phil White (Suz); 3. Bob Pryor (Hon); 4. Jim Sales (Kaw); 5. Bob Huff (Yam).

S/SR C: 1. Bill Thompson (Yam).

TWO LOOP

O/A: 1. Matt Sweeney (Hon); 2. John Clausen (Hon); 3. Tim Kahs (Hon); 4. Cliff Cook (Kaw); 5. Brian Stirling (Hon).

OPEN D: 1. Donald Gossett (Hus); 2. Dennis Hooper (Hon); 3. Marshall Nash (Hon).

250 D: 1. Scott Clawson (Yam); 2. Aaron Davalos (Hon).

200 B: 1. Brian Stirling (Hon); 2. Wayne Fanning (Hon); 3. Walter Jue (Suz); 4. Sean Simonson (Kaw); 5. Frank Kaiser (Kaw).

4-STRK D: 1. David Donnelly (Yam); 2. Brad Rush (Yam); 3. Bob Weesner (Yam); 4. Michael Darbison (Hon); 5. Tim Whisnant (Hon).

VET OPEN D: 1. Bill Crawford (Yam); 2. Tim McCabe (Yam).

VET 250 D: 1. Steve Romero (Kaw); 2. Michael Sullivan (Yam); 3. Mike Keen (Kaw); 4. Paul Cramp (Hon); 5. David Nelson (Yam).

SR 250 D: 1. Tim Cahoon (KTM); 2. Joe Windley (Hon); 3. Gerald Horn (Hon); 4. Edgar Swortfiguer (Hon).

S/SR D: 1. Byron Ingram (Hon); 2. Earl Fanning (Yam); 3. Rudy King (Hon); 4. Edgar Swortfiguer (Hon).

BEG A: 1. John Clausen (Hon); 2. Tim Kahs (Hon); 3. Perry Eychaner (Suz); 4. Daniel Luzinas (Yam); 5. Michael Pauletto (Yam).

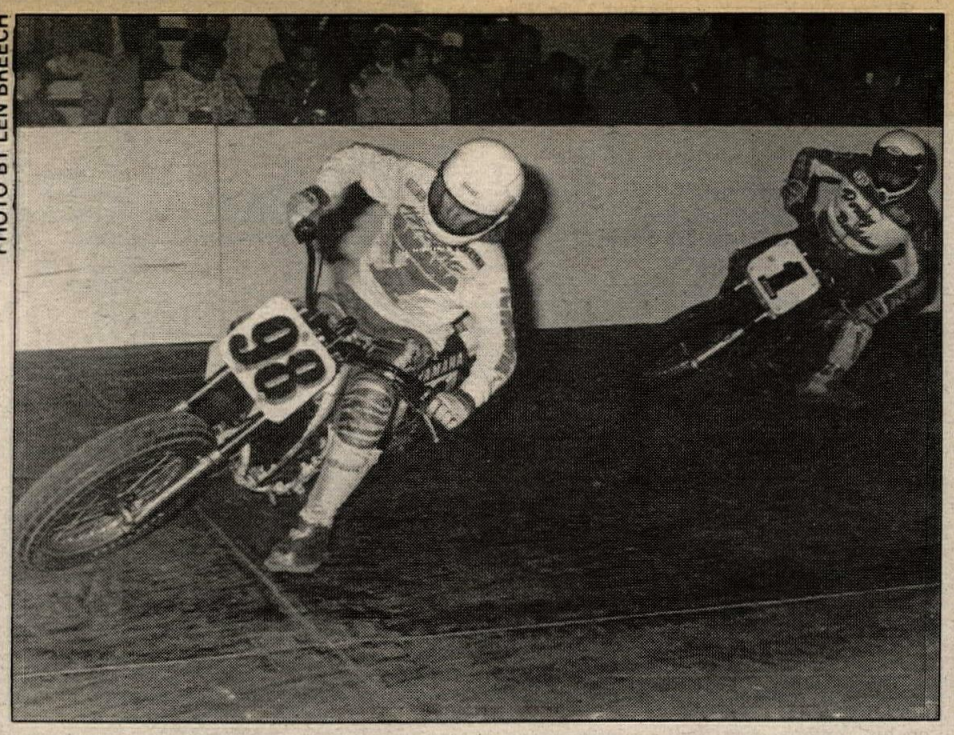


PHOTO BY LEN BREECH

Kevin Varnes (98) emerged the winner in the 125cc class after a bumping match with Georgie Price at the Timonium Indoor Short Track.

Farris finishes first at Timonium Indoor ST

By Len Breech

TIMONIUM, MD, NOV. 18

Rodney Farris got things together at the Baltimore County Trail Riders and the Cockeysville Optimist Club-sponsored Timonium Indoor Short Track Series, when he became the fourth different winner in the 250cc Pro class. Farris led Steve Burkholder, who set another track record of 7.03, for the entire 15-lap final.

Other classes had new winners as well. Mike Hacker became the fourth different winner in the 80cc class, Kevin Varnes out-bumped Georgie Price to take the 125cc class and Charles Majeski only led the final lap to claim the 360cc class win. Dan Reichert easily outdistanced the 250cc class to become its first repeat winner.

Farris took the lead from Burkholder, Lew Woods and Scott Saunders as the 250cc Pro class headed out of the second turn. After a few laps, Farris had pulled a two-length lead, which he held to the end, not giving Burkholder any chance of trying to bump him in the late going.

Todd Winsett grabbed the lead from Mike Hacker, Ken Coolbeth and Paul Lynch in the 80cc final. Coolbeth fell in turn two on the fourth lap and hit the wall. Hacker slipped under Winsett coming off the second turn about halfway, but Winsett stayed close and tried to go under Hacker in the third turn with two laps left, only to fall. He remounted and finished fifth.

Varnes took the lead from Price, Todd Stith and fast qualifier Jeremy Lucy in the 125cc class final. Price bumped his way into the lead after Varnes got slightly out of shape, but Varnes returned the favor on Price to take the lead back the following lap. Two laps later, Price bumped Varnes' rear tire and lost ground that he couldn't make up.

Rich Rowe led a closely-bunched trio of Charles Majeski and Mark Burkholder as the 360cc class headed out of turn two with Van Rittenhous and Clarence Bull a few lengths back. Over the next 14 laps, only a length separated the top three. As they entered the first turn on the final lap, Majeski went under Rowe, and over his foot, as he took the lead. Burkholder almost got by, but Rowe regrouped and held onto second.

After having trouble with a balky ignition in practice that only cleared up long enough to turn fastest 250cc class time, before it died, Dan Reichert was walking on egg shells during the entire program. But he breezed through the heat and semi, and took the lead from buddy Mike Mester by the time they hit the third turn on the opening lap of the final. Adam Weiss and Alan Kendig followed. As Reichert began to pull away to a fairly easy win, Crash Donadio managed to stay on two wheels for the entire program for the first time this year, getting by Kendig for fourth about halfway.

Results

DFC: 1. Steve Burkholder (H-D); 2. Paul Crumling (Hon); 3. Charles Majeski (Bul); 4. Dan Reichert (Bul); 5. Jeremy Lucy (Hon).

50: 1. Brody Miller (Itj); 2. Billy Kraft (Itj); 3. Jacob Johnson (Hon); 4. Bobby Kraft (Yam); 5. Travis Oswald (Suz).

80: 1. Mike Hacker (Kaw); 2. Paul Lynch (Hon); 3. Chuck Blessing (Yam); 4. Ricky Winsett (Yam); 5. Todd Winsett (Hon).

125: 1. Kevin Varnes (Yam); 2. Georgie Price (Hon); 3. Todd Stith (Hon); 4. Jeremy Lucy (Hon); 5. Robert Miller (Yam).

250: 1. Dan Reichert (Bul); 2. Mike Mester (Yam); 3. Adam Weiss (Yam); 4. Crash Donadio (Hon); 5. Alan Kendig (Yam).

360: 1. Charles Majeski (Bul); 2. Rich Rowe (Hon); 3. Mark Burkholder (Bul); 4. Van Rittenhouse (Yam); 5. Clarence Bull (Hon).

250 PRO: 1. Rodney Farris (Yam); 2. Steve Burkholder (H-D); 3. Lew Woods (Mai); 4. Scott Saunders (Hon); 5. Todd Hurst (Suz).

Guard tops Turkey Shoot Trial

By Don Williams

LUCERNE, CA, NOV. 19

Yamaha-mounted Roger Guard, 30, of Victorville, built up a two-point lead over Paul Johnson in the first two loops of the final round of the ATA Championship Series and held onto the margin as both riders finished with class-low three-dab/seven-clean final loops, and won the event and the number one Championship Novice plate for the year.

Going into the final round, Katy Feland sat on top of the Championship Novice standings with 3500 points, but she had transferred up to the Intermediate level two events earlier. Guard was right behind her with 3475 points, directly ahead of Johnson's 3450 points.

Johnson, a high school sophomore riding a Yamaha out of Lemon Grove, finished the year and event in second place while Feland slipped to the third position in the series.

The tightest competition of the Plonkers Trials Club's Turkey Shoot Trial was in the Championship Advanced class where no riders scored more than nine points on any loop. Bruce Davis, Tom Lasater, Rick Daffern and Ed Stovin finished with seven, 13, 15 and 16 points, respectively, although their positions remained steady throughout the day.

In other close action, Stephen Youngberg cemented his second-place series finish with a Veteran Novice class win. His score of 21 beat out totals of 26 by Jim Miller and 27 by Randy Minter. The Vet Novice Champion for 1989, Jeff Latimer, cruised to a fourth-place for the round.

Beta TR34C rider Paul Webster continued his domination of the Expert class in the absence of Tom Hamann, who hasn't competed since clinching a third-straight title, by riding to a 19-48 victory over Kevin Norton.

Super Senior Novice Duane Stone, Super Senior Beginner Al Nourian and Veteran Beginner Doug Stephens clinched number one plates in their classes with large-margin wins. Senior Novice John Haney finished second and passed Steve Beck, who has been sidelined by illness, in the standings to take the series championship in his class.

Results

EX: 1. Paul Webster (Bet); 2. Kevin Norton (Fan).

C'SHIP ADV: 1. Bruce Davis (Yam); 2. Tom Lasater (Apr).

VET 30+ ADV: 1. Kent Graham (Yam); 2. Jack Heminway (Yam).

SR 40+ ADV: 1. Gary Conrad (Fan); 2. Art Webster (Yam).

C'SHIP INT: 1. Greg Bush (Yam); 2. Jim Rogers (Fan).

VET 30+ INT: 1. James Hill (Yam); 2. Todd Rumsey (Bet).

SR 40+ INT: 1. Marty Argo (Yam).

C'SHIP NOV: 1. Roger Guard (Yam); 2. Paul Johnson (Yam).

VET 30+ NOV: 1. Steve Youngberg (Apr); 2. Jim Miller (Hon); 3. Randy Minter (Bet).
SR 40+ NOV: 1. Bob Thornton (Bet); 2. John Haney (Yam).
S/SR 50+ NOV: 1. Duane Stone (Mer); 2. Joe Wirth (Hon).
C'SHIP BEG: 1. Monica Mook (Yam); 2. Charlene Latimer (Hon).
VET 30+ BEG: 1. Doug Stephens (Yam); 2. Larry Emge (Mon).
SR 40+ BEG: 1. Gary Wachtler (Yam); 2. Larry Demas (Yam).
S/SR 50+ BEG: 1. Al Nourian (Yam).

Marek motors to Pearl Motocross win

By Luther Stowers

PEARL, MS, NOV. 12

Jeff Marek took the overall victory in the 250cc Novice class at the Central Mississippi Motocross Association's races on their track in Pearl.

Randy Dawson timed the start of the first moto perfectly and exited the first turn on his Cycle Service Plus Kawasaki in the lead. Marek was tight on Dawson's rear fender with Hubbard Partridge, Marc Gulotta, Jeff Caldwell and Joe Ligon in close formation behind. Gulotta and Caldwell quickly pushed past Partridge, who had more trouble as he fell halfway through the initial lap and restarted in last place. Lap two saw Dawson build a commanding lead over second-place Marek. At the beginning of the third lap, Gulotta cut inside of Marek to claim second, but his position was short-lived as the engine on his Yamaha seized halfway through the lap. Ligon was also a victim of mechanicals on lap three. The finishing order seemed to be set as Dawson led a distant Caldwell, who had gotten by Marek through the whoops. But with less than a quarter of a lap to the checkered flag, Dawson fell, allowing Caldwell to slip by for the win. Dawson remounted to take second with Marek and Partridge following.

In the second moto, Partridge blasted to a huge holeshot only to have his bike foul a plug coming out of turn one, knocking him out of the moto. Caldwell quickly took the lead with Dawson, Marek and Ligon pressing. Dawson and Marek dispatched Caldwell and then Marek made his move on Dawson halfway through lap one to take the lead. Marek quickly pulled away from the pack while Dawson and Caldwell battled for second. Dawson and Caldwell both went down in the same turn on lap two, with Dawson able to get under way first. Marek was able to cruise to the checkered flag for the win and the overall while Dawson took second and second overall followed by Caldwell, Partridge and Ligon.

Results

125 NOV: 1. Johnny Overby (Kaw); 2. Kevin Hicks (Suz); 3. Derin Hairford (Suz); 4. Todd Mellott (Hon); 5. Brennan Bourgue (Kaw).
125 EX: 1. Chad Montero (Hon); 2. Don Hudson (Suz); 3. Barry Weinberger (Hon).
80 SR: 1. Kevin Windham (Kaw); 2. Joffrey Easley (Kaw); 3. Ray Mitchell (Hon); 4. Josh Valure (Suz).
SR: 1. Steve Ashcraft (Yam); 2. Donnie Oliphart (Hon); 3. Mike Comfort (Kaw); 4. Don Hudson (Hon); 5. Daniel Boswell (Hon).
BEG: 1. Johnny Weeks (Suz); 2. Rob Monroe (Kaw); 3. Chuck Nobles (Hon).
250 EX: 1. Allen Ross (Hon); 2. Troy Vincent (Yam); 3. Kelly Angelette (Hon).
250 INT: 1. Sam Redmond (Hon).
250 NOV: 1. Jeff Marek (Hon); 2. Randy Dawson (Kaw); 3. Jeff Caldwell (Kaw); 4. Hubbard Partridge (Hon); 5. Joe Ligon (Kaw).
100 OPEN: 1. Josh Valure (Suz); 2. Johnny David (Suz); 3. Brett Boswell (Kaw).
MIXED OPEN: 1. Brett Beauchamp (Kaw); 2. Kevin Windham (Kaw); 3. Sam Redmond (Hon); 4. Mark Lowry (Kaw); 5. Joffrey Easley (Kaw).
MINI: 1. Tim Farrell (Kaw).

Naylor wins Wilseyville Hare Scrambles

By Bill Spencer

WILSEYVILLE, CA, NOV. 12

The Blue Mt. Timber Wolves' version of the Wilseyville Hare Scrambles saw Ron Naylor and his trusty Dunlop/Yoko/InterLink/AGV/Smith/Sport Tracks/Optimol-backed 406 ATK survive for the overall win.

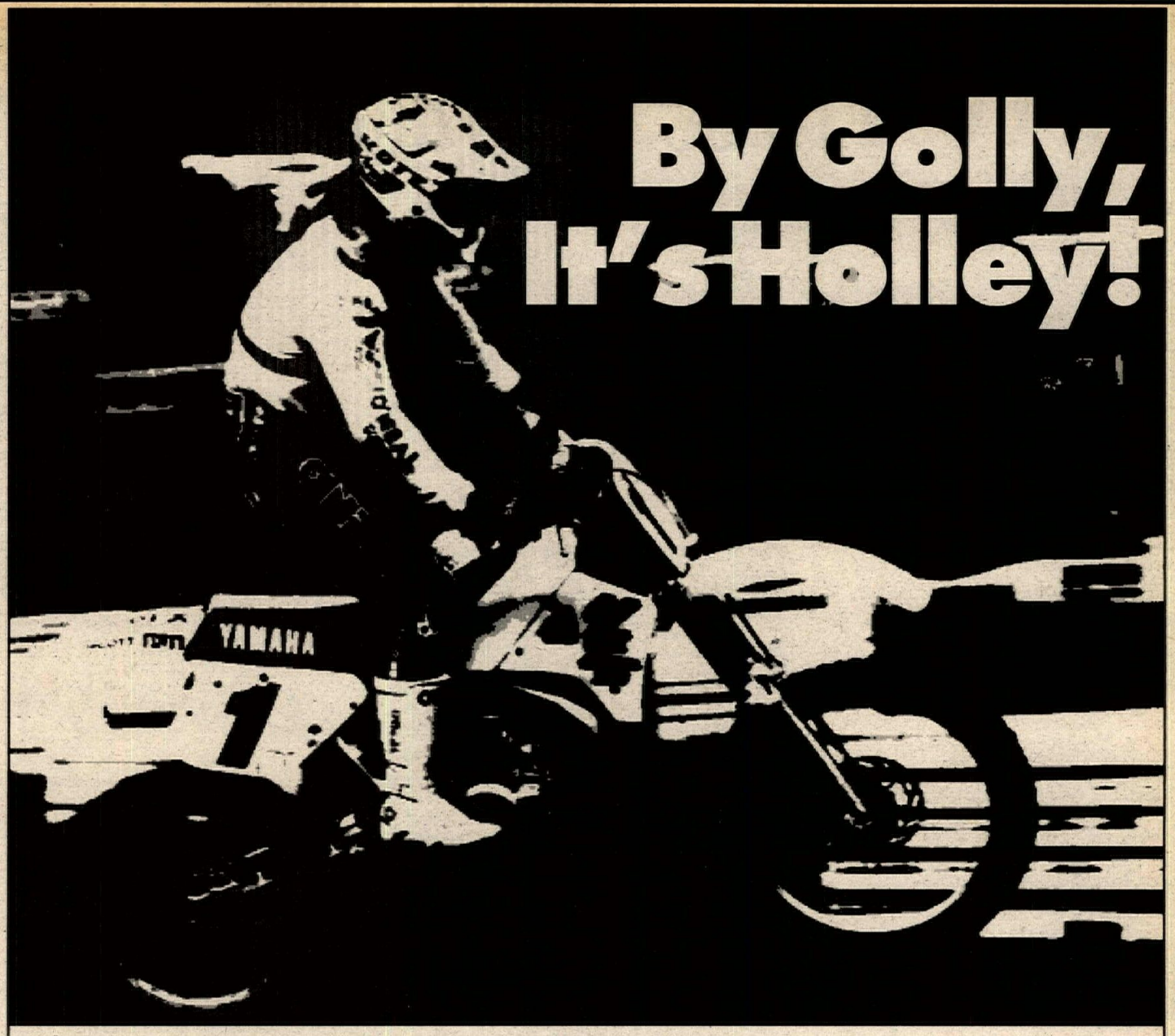
The guy who led the most, however, was left on the side of the trail. One of only eight bikes to make it through for an eighth lap, Rodney Smith's Chesterfield Suzuki destroyed a rear wheel/tire and, despite having a three-minute advantage on that last go around, couldn't make the checkers.

Paul Funaro topped the 250cc A class on his Yamaha in a tremendous effort for second overall with Steve Silvestri third overall and second Open A in a late charge for the front that saw him move up four positions in the last two laps. Ken McKenzie was right along for fourth overall and second in class with Ed Marchini fifth and third 250cc on his Cycle West Yoko-sponsored RM. Duane Scott derbied throughout the two-and-a-half hour stint with Vet Expert Alex Jorgensen for sixth overall and fourth 250cc.

Smith moved out to the front of the first event slamming through the woods and leading the first lap over Naylor by just a few seconds.

"I like to race all this and I remember all the fun of growing up and riding in District events, so we came, just for some fun," stated the 250cc MX GP racer.

Sam Sorracco was third through the gates at the end of one lap, but had to stop for a rear tire and would ride very hard to finish sixth, passing 600cc National Champion Chris Carr on the last lap. Ken McKenzie led Marchini and Silvestri through for the first



MTEG Ultracross Champ 2nd Year In Row Riding Bridgestones!

For an unprecedented second year in a row, Jim Holley and Bridgestone teamed up to take the Ultracross Championship in the prestigious Mickey Thompson Off-Road Championship Gran Prix. Riding his Yamaha 250 equipped with Bridgestone M22 and M23 motocross tires, Holley churned his way through the grueling season to capture the series title at Sam Boyd Silver Bowl in Las Vegas. So completely did he dominate the field that his nearest competitor remained more than 100 points behind at season end.

"With both trucks and motorcycles running on the Mickey Thompson circuit," says Holley, "you need a tire that can deliver on soft and hard dirt surfaces. Bridgestones deliver the consistent performance I need to win. When I go for my third MTEG Ultracross championship, I'll be riding on Bridgestones."

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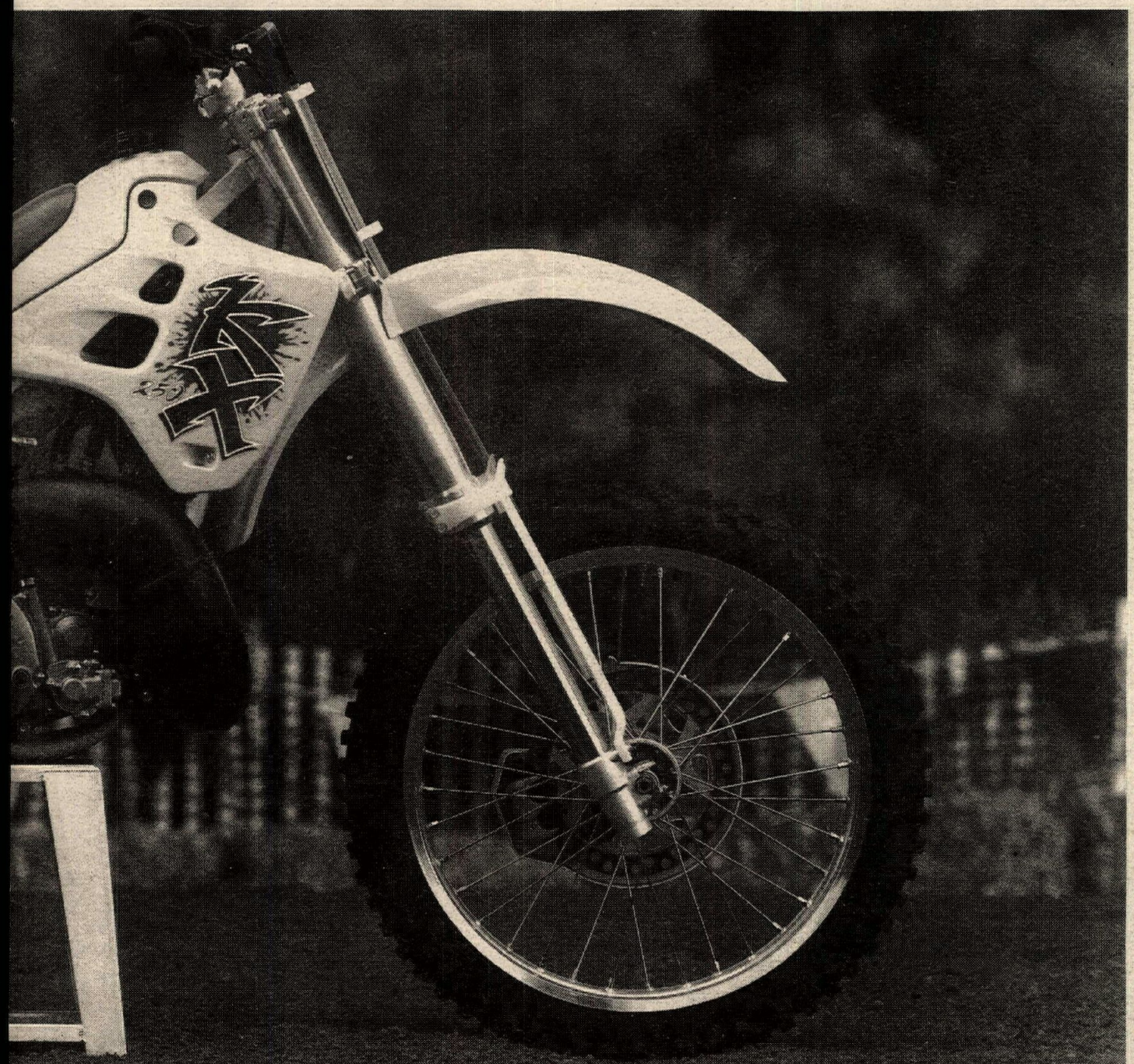

KAW.

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KX60

KX80

PHOTO BY KEVIN STANTON

North Carolina's David Olds rode his Yamaha to the Senior class win in the final round of the Virginia Championship Hare Scrambles Series.

six racers with Funaro's YZ seventh and motocrosser Larry Coleman in eighth.

Smith had a 10-second lead on lap two with McKenzie in third over Funaro and Coleman. Silvestri hung in for sixth over Marchini and Jorgensen.

Smith pitted at the end of four laps with a flat rear tire. There were no wheels to change and so with a gulp of gas and liquid, it was back to the task at hand. Naylor stopped and was found to be without a front brake and a few missing pieces. Bill Woolman, the engine builder just happened along, riding the Senior B division and helped with the maintenance, but nothing could be done about the front brake problem.

Despite the rear flat and then a front flat for lap six and seven, Smith kept up a torrid pace that started at around 17 minutes and was still in the high 18s. The time showed a good chance for a few guys to run around the time clock for an extra lap, but the wear and tear was working against Smith who did one quick finger point at the front end and then didn't make it back for the checkers.

"I was just trying to save enough to finish and then the tire started slapping the seat and then it all came apart," said Smith.

"I saw him (Smith) on the side of the trail and tried to stop to see if he was okay, but I didn't have any brakes," said Naylor, who was visibly tired from battling his lack of brakes problem.

Results

OPEN A: 1. Ron Naylor (ATK); 2. Steve Silvestri (Hon); 3. Curt Wilcox (Hon).
250 A: 1. Paul Funaro (Yam); 2. Ken McKenzie (Suz); 3. Ed Marchini (Suz).
VET A: 1. Alex Jorgensen (Kaw); 2. Mike Harper (Hon); 3. Tom Barbero (Hon).
SR A: 1. Eddie Edgyed (Hon); 2. Don Ivan (ATK); 3. Edd Haymond (Yam).
OPEN B: 1. Dave Mozingo (Hon); 2. Paul Dugan (Hon); 3. Rich Boe (Hon).
250 B: 1. Andy Borth (Yam); 2. Scott Link (Suz); 3. Dave Meek (Hon).
VET B: 1. Rich Dyer (Hon); 2. Ken Stewart (Suz); 3. Dave Robinson (Yam).
SR B: 1. Jim Reger (Hon); 2. Earl Frederick (Kaw); 3. Willy Woolman (ATK).
OPEN C: 1. Kevin Felkins (Yam); 2. Harold Harris (ATK); 3. Ryan O'Callaghan (Yam).
250 C: 1. Tim Forslind (Hon); 2. Steve Nelson (Hon); 3. Eric Lillund (Hon).
200 C: 1. John Ward (Kaw); 2. Dave Dabney (Kaw); 3. Ryan Fraser (Hon).
125 C: 1. Vince Caramella (Hon); 2. Jeff Ballard (Yam); 3. Rod Goehring Jr. (Kaw).
VET C: 1. Ron Knarr (Suz); 2. Paul Sciabica (Kaw); 3. Blak Ueki (Hon).
SR C: 1. Frank Carevich (Hon); 2. Bob Hirsch (Hon); 3. Russ Greenfield (Hon).
S/SR C: 1. Bob White (Hon); 2. Carl Merritt (Hon); 3. Ron Colombo (Hon).

Ennen all the way at Monroe Indoor ST

By Jeremy Bell

MONROE, WA, NOV. 3

Jacob Ennen cruised to an easy heat race win over Kevin Hawk, then came out and again got the holeshot over Hawk and led a close 50cc main event wire to wire for a well deserved win at the Monroe Indoor Short Track.

In the Open Amateur heat races riders opted for a TT course. Todd Davies, on a Kawasaki KX500, grabbed the holeshot and put in a stellar ride to earn the pole position for the main event.

At the start of the main event riders switched again and rode the short track. Davies got shut out and left Ted Abernathy and his brand-new Yamaha YZ250WR to take control of the rest of the main event.

Speedy Kell won two hard-fought races to take home top honors in the Open Pro class. Dave Anderson pressured hard in both races and grabbed the lead a couple of times, but Kell stayed calm and regained the lead and held off Anderson to the checkers

Results

50: 1. Jacob Ennen; 2. K. Hawk.
60/80: 1. R. Cox; 2. M. Carlton; 3. R. Revoxer.
125: 1. C. Larsen; 2. J. Bowles; 3. J. James.
250 B: 1. B. Hatch; 2. K. Curban; 3. D. Cobb.
250 A: 1. T. Abernathy; 2. C. Larsen; 3. J. Bowles.
OPEN B: 1. D. Anderson; 2. W. Malber; 3. J. Denoma.
OPEN A: 1. S. Rose; 2. C. Larsen; 3. D. Steris.
OVER 30: 1. B. Scott; 2. T. Simpson; 3. N. Beathie.
OPEN PRO: 1. Speedy Kell; 2. D. Anderson; 3. Troy Rose.
SPDWY A: 1. S. Church.
SPDWY B: 1. D. Hinsley.

Williams wails at Surry 100 Hare Scrambles

By Rider Writer

CHESAPEAKE, VA, NOV. 5

The last round of the Virginia Championship Hare Scramble Series turned out to be a breath-taker as Andrews Williams on a Casey Cycle City/Havoline-sponsored KX 250 Kawasaki claimed his first series overall victory.

Williams appeared ready to 'boggie' as he jumped out of the start and into the first turn with the lead. One by one, Williams managed to overcome the challenges of an assortment of AA riders. For the first two laps, Kawasaki of Raleigh-sponsored David Ashley and Motor Imports/Mass. Mutual-sponsored Danny Morrison took their turns at making a bid for the lead. By the third lap, David White, on a Cagiva, and R.J. Faddis, on a Mark IV Honda, were taking their turns at looking for a weakness in Williams' riding. By the fourth lap, White was looking to make the move until a sticking throttle forced him off the course.

Meanwhile, 125cc Yamaha-mounted Jeff Blankenship was trying to forget a bad start and was on the prowl. Going into the last eight-mile lap, Blankenship was within 30 seconds of Williams and the situation was looking serious. To the screams of his pit crew, Williams emerged from the woods with Blankenship hanging onto his rear fender. With the last 500 feet of the course being conducive to speed, Williams powered across the finish line with Blankenship less than two seconds behind. Faddis held on for third. Blankenship's finish secured the class championship for the AA class. Absent from the action due to injuries was Roland King who had already secured the title as 1989 Grand Champion for the second consecutive year.

In the 250cc class, Lejune Honda-sponsored Rusty Wilson and Honda-mounted Johnny Edens made the trip from North Carolina to battle it out with Honda rider Ricky Franklin. With all three riders being advanced to the AA class next season, all were looking to go out with a bang. Wilson ran off with the lead of each lap but could not run away from the pack. While Wilson had clear sailing at the start, Edens and Franklin were both regrouping and eating mud from the middle of the pack. By midrace, Edens had powered into the runner-up spot, while Franklin was still looking for passes. By the end of the two-and-a-half hour event, all three were in flying formation with Wilson having the edge and Edens taking second. Franklin finished third and the season as the 250cc class champion.

The stakes were high in the Senior class with three riders having a shot at the class championship. Last year's champion Robert Cox, on a KTM, needed at least a third-place finish to nail it down, while David Olds, on a Yamaha, and James Hutson, on a Honda, sat on the start hoping to win today with Cox finishing fourth or worse. Although the battle was hot, the racing was clean as Olds and Hutson rode all-out. Olds came in with the lead at the end of the first lap with Hutson and Cox close behind. By the second lap, Hutson, who won the 200cc class championship in 1985, had the lead with Olds breathing down his neck. A quick pit stop and a quick throttle put Olds back into the lead for the final three laps and first across the checkers with 20 seconds to spare. Olds only had to wait another minute before Cox came in for third and the championship.

Open class rider Larry Lewis had everyone looking as he charged through the barrels at the end of the first lap with the lead. But his moment of glory soon faded as fellow ATK rider Jesse Edenbeck made his presence known and passed Lewis in the second lap. With Edenbeck extending his lead, Philip Doyle was making up time and managed to also pass and hold off Lewis in the final moments of the event to garner second.

Results

O/A: 1. Andrew Williams (Kaw).
AA: 1. Jeff Blankenship (Yam); 2. R.J. Faddis (Hon); 3. Dwain Miller (Kaw); 4. David Ashley (Kaw); 5. Danny Morrison (Kaw).
100: 1. Wesley Moran (Kaw); 2. Daniel Morrison (Kaw); 3. Paul Lutz (Hon); 4. Jason Greer (Kaw); 5. John Laster (Kaw).
125: 1. Brian Hess (Kaw); 2. George Greer (Hon).
200: 1. George Reed (Kaw); 2. Gary Hatch (Yam); 3. Sherri Staples (Kaw).
250: 1. Rusty Wilson (Hon); 2. Johnny Edens (Hon); 3. Ricky Franklin (Hon); 4. John Hurley; 5. Kevin Campbell (Suz).
OPEN: 1. Jessie Edenbeck (ATK); 2. Philip Doyle (Hon); 3. Larry Lewis (ATK); 4. Montie Orr; 5. Jeff Mitchell (Kaw).
SR: 1. David Olds (Yam); 2. James Hutson (Hon); 3. Robert Cox (KTM); 4. Bobby Wilt (Hon); 5. Robert Williams (Kaw).
S/SR: 1. Sonny Wood (KTM); 2. Dave Albert (Hus); 3. Stan Norris (Hus); 4. Donnie Lewis (Hon); 5. Jimmy Miller.
4-STRK: 1. Joey Lawson (Hon); 2. Jeff Hill (Hon); 3. Mike Ruhlin (Hon); 4. Mike DeMaster (Hon); 5. Mac Price (Hon).
TR: 1. Chris Lewis; 2. Matt Anderson; 3. Randal Fitzegerald; 5. Rodney Gravenor; 5. Chris Caddy.

Old Timer's MX at Carlsbad

By Greg Robertson

CARLSBAD, CA, NOV. 11

It could have been called a veteran racer's dream at Carlsbad Raceway. Racing Enterprises opened the gates exclusively for the L.A. Chapter of the Over The Hill Gang MX Club and the Old Timers MX Association. Once the early morning fog burned off and the track dried out from what seemed like an extra-sloppy practice session, great racing prevailed.

In the OTHG first moto Novice action, Carlos Marin (Hon) worked up to the lead position on the opening lap and appeared to be ready to run away and hide. Joe Churilla (Hon) and Mitch Langjahr (Yam) had different plans, and within three laps closed to within striking distance. The next few laps provided excellent racing as each rider had his own idea of the fastest line up Carlsbad's infamous uphill. Marin wasn't able to pull away from either rider, but neither pursuer had what it was going to take to get around Marin. It appeared lapped traffic might help Churilla and Langjahr find a way past on the last lap, but time ran out as Marin took the moto win with Churilla and Langjahr a very close second and third, respectively.

Greg Robertson (Yam) nailed the second moto holeshot with Churilla, Marin and Lagjahr in tow. On the third lap, Churilla found a smoother line and powered his new Honda past Robertson on the long uphill section. Robertson camped out on Churilla's rear fender the remainder of the moto, waiting for the elusive bobble. Churilla kept a steady head under pressure and took the moto win and the overall honors. Robertson's second-moto runner-up finish didn't figure in the overall results since he DNF the first moto. Marin charged in for third place and second overall. Langjahr had the displeasure of seeing the Carlsbad hard pack up close three times in the second moto, but still finished seventh, which gave him third overall.

The Intermediate first moto saw Gary Willison (Kaw) jump out to a good start only to get accidently knocked down by Louie Springer (Yam). Paul Ikeda (Hon) took advantage of the situation and motored on to the first moto win. John Churilla (Hon), Carl Powell (Kaw) and Ernie Kopasz (Yam) collected second through fourth places, respectively. The Springer/Willison collision took its toll on both riders. Springer could only manage a sixth place while all Willison could do was circulate the track with a damaged front brake lever for seventh.

Springer won the drag race to the first turn in moto two, with Willison, Ikeda, Churilla and Powell all within striking distance. By the end of lap one, both Ikeda and Willison found a way around Springer while Churilla was looking to do the same. Willison quickly put the move on Ikeda on the uphill and took the lead. At the same time, both Churilla and Powell relieved Springer of a few more positions. Powell was on the move and overtook Churilla a lap later for third place. Willison took the checkered flag for the moto win. Ikeda earned second in front of a fast-closing Churilla, who got past Powell on the last lap. Ikedas' 2-1 score gave him the overall win; Churilla took second-place brass with 2-3 finishes ahead of Powell's 3-4.

Kawasaki-mounted John Knight couldn't find a way around Honda rider Tommy Pearl in the first Old Timers Expert moto and had to settle for the runner-up spot. Lyle Sweeter (Hon) and Mike Brooks (Yam) kept an eye on the leaders from their third- and fourth-place finishes.

Knight, not happy with playing follow-the-leader, worked his way into the lead and held it to the finish for the second-moto win and the overall. Sweeter bested first-moto winner Pearl for second place and second overall. Pearl's 1-3 score netted him a third-place trophy.

Results

OTHG EX: 1. Scott Freeman (Hon).
OTHG INT: 1. Paul Ikeda (Hon); 2. John Churilla (Hon); 3. Carl Powell (Kaw); 4. Gary Willison (Kaw); 5. Ernie Kopasz (Yam).
OTHG NOV: 1. Joe Churilla (Hon); 2. Carlos Marin (Hon); 3. Mitch Langjahr (Yam); 4. Wes Rollins (Yam); 5. Mark Allen (Hon).
OTHG BEG: 1. Skip Skinner (ATK); 2. Tim McCue (Hon); 3. Steve Pobjoy (Kaw); 4. Eric Fish (Yam); 5. Susan Wilday (KTM).
OT EX: 1. John Knight (Kaw); 2. Tommy Pearl (Hon); 3. Lyle Sweeter (Hon); 4. Mike Brooks (Yam); 5. Ron Tuzinski (Hon).
OT AM: 1. Tom Widick (Kaw); 2. Gary Phillips (Hon); 3. Gene Phelps (Suz); 4. Keith Phillips (Hon); 5. Asker Larnkjaer (Suz).
OT NOV D-1: 1. Fred Kalmick (Hon); 2. Bill Millspaugh (Kaw); 3. Steve Pobjoy (Kaw); 4. Manuel Serrano (Yam); 5. Kurt Sofka (Hon).
OT NOV D-2: 1. John Webb (Hon); 2. Frank Derby (Yam); 3. Robert Anderson (Hon); 4. Jack Biery Sr. (Yam).

Hough sparkles at Turkey Creek 100 Enduro

By Jim Garber

NEW PARIS, IN, NOV. 5

A seven inch snowfall on Thursday evening did little to deter the 212 riders from seven states in shooting for the 50 pound live turkey that traditionally goes to the overall winner. The snow was gone by Friday leaving the 110.1 mile trail in its best condition in 18 years.

The joint District 14/15 Shoot-Out showed why the 14 AA riders carry that classification, as only one rider, High Point A, fourth overall, 200cc A rider Ken Brown, beat any of them. The Riders M.C. laid the event out with six speed changes of between 18 and 30 mph with 22 timed and observed checks to confuse and keep the riders honest.

Through check three it was ISDE pace rider KTM-backed Allan Randt leading ISDE Gold Medalist, Team Green-backed Kurt Hough by 11 seconds, as both dropped one each at checks one and three. Four other AA riders had carded 3s, at this point to keep the pressure on. Check four to five was a fast 5.2-mile Turkey Creek River Bank section with only Hough and Jeff Fredette snaring 2s. Section six to seven was corn fields, woods, gravel pit, ski lodge, more corn fields and woods with speed changes to confuse and *burn* the riders. The AA riders didn't bite and zeroed the check with most of the B riders still dropping points.

At the first gas, Hough was leading Fredette, Randt, and Rick Scharphorn by a single point, 4-5. The other two 1989 ISDE riders Gary Hazel and Jeremy Garber had problems in the first sections. Hazel picked the wrong line in the "gotcha" woods before the first check and spent several minutes extracting his 600cc Honda. Garber's odometer acted up right off the start line causing him to stop for several minutes before the first check thinking he was hot. They picked up the pace to smoke the later sections and turn in respectable scores.

In check eight to out-check nine, the longest complete woods section of the day, saw Hough and Randt check in with 3s, 174 seconds to 202 seconds. Fredette, Scharphorn, Garber, Brown and Brad Malott scored 4s. Randt's KTM's brakes started going south and would bother him the rest of the day. He would end the day in fifth overall.

Hough put another point on everyone in section 10 to 11 . Fredette, Scharphorn, Garber and Brown breezed in with 2s. At this point Hough was up by three, 8-11, over the group of Fredette, Scharphorn and Randt.

Everyone kept pace with a one through check 12. Check 13 was cleaned through the hog wallow by Hough, Fredette and Scharphorn.

The B, C and Super Senior riders followed the blue arrows back to the final OB check, while the A and AA riders tacked the final 9.5-mile, 20 mph Jeffy Yoder loop. Again, Hough paced Fredette, Garber and Malott all with 5s. The layout crew had figured 8s.

The end saw Hough over Fredette by three points, 14-17.

The B class was won by Cornielous Scharphorn by one point, over Mark Knox, 28-29, on the short course. Both were on 125s. Super Senior rider Carl Scharphorn actually beat all the B riders with a 24.

Results

O/A: 1. Kurt Hough.
TOP A: 1. Ken Brown.
TOP B: 1. Cornielous Scharphorn.
TOP C: 1. Eric Shonts.
TOP 10: Kurt Hough; 2. Jeff Fredette; 3. Rick Scharphorn; 4. Ken Brown; 5. Alan Randt; 6. Jeremy Garber; 7. Brad Malott; 8. Brian Lohman; 9. Ron Rehmert; 10. Jerry Spence.
AA: 1. Jeff Fredette (Kaw); 2. Rich Scharphorn (KTM); 3. Alan Randt (KTM); 4. Jeremy Garber (Hon).
OPEN A: 1. Dan Hoeksemz (KTM); 2. Todd Weaver (KTM); 3. Rodney Benjamin (Hon); 4. Brian Reider (Yam).
250 A: 1. Fred Fishmeister (Kaw); 2. Pat Waldie (Hon); 3. Jeff Mezosi (Kaw); 4. Kenny Miller (Kaw).
200 A: 1. Brian Walker (Kaw); 2. Harry McAllister (Kaw); 3. Jeff Bromley (Yam); 4. Joe Schmidt (Yam).
SR A: 1. Steve Smigiel (KTM); 2. Harold Hall (KTM); 3. Terry Flynn (Hon); 4. Mike Hempstead (Hus).
S/SR: 1. Carl Scharphorn (KTM); 2. Don Hough (Kaw); 3. Rich Lenover (Kaw); 4. Charlie Alber (Kaw).
4-STRK: 1. David Bohney (Hon); 2. Frank Philips (Hon); 3. Doug Graham (Hon); 4. Dennis Welsh (Hon).
C: 1. Bill Fors (Kaw); 2. Todd Bennett (Kaw); 3. Anthony Donley (Hus); 4. Kevin Kruer (Suz).
125 B: 1. Mark Knox (Hon); 2. Tom East (Hon); 3. Rob Surface (HOn); 4. Jim Hunt (Yam).
200 B: 1. Roger Morris (Kaw); 2. Mike Garvey (Kaw); 3. Dean Dahlquist (Kaw); 4. Kurt Bauer (Yam).
250 B: 1. Jeff Smith (Hon); 2. Jeff Lowery (Yam); 3. Steve Rickette (Cag); 4. Brian Johnson (Kaw).

OPEN B: 1. Todd Snider (Yam); 2. Chris Rehmert (Kaw); 3. Brett Parks (KTM); 4. Randy McCauley (Hus).
SR B: 1. Chuck Woods (KTM); 2. James McVicar (Kaw); 3. David Gidcumb (KTM); 4. Joe Estafan (KTM).

Smith inherits Willow Springs win

By Richard D. Thompson

ROSAMOND, CA, NOV. 12

Georgian Mike Smith was handed the ARRA Miller High Life Formula One win on a platter when at the end of the race, leader Lee Shierts had a mechanical problem and was forced out of the race at Willow Springs International Raceway.

At the start it was Shierts riding a Suzuki GSXR1100 and Barry Burke who left the others behind. Lap after lap the two leaders went at it full bore, with no one in contention from behind. Little did anyone know, however, that after stalling at the start of the race, Smith had his mind set on winning and was picking off the other racers: "I picked them off three by three, " he said.

Smith, riding a Suzuki GSXR750, sponsored by Yoshimura, The Wax Shop, R.K., F&L and Fox continued to pick off the bikes between he and the leaders.

By the seventh lap, it looked as if he had a chance of catching Burke: "I knew Smith was catching up," Burke said. It seemed impossible that anyone would catch Shierts, as he continued to gain ground on the others.

Racing for the fourth position were Curtis Adams, Kent Kunitsugu, Brian Bernard and Kenny Kopecky. The foursome was close together for the entire race. Dale Kieffer, once in third, was black-flagged due to a leaking radiator. Kopecky at one point felt the spray of the water and had to pull back.

Squeezing by Kopecky, edging by Bernard, pushing by Kunitsugu and finally getting around Adams, Smith set his sights on Burke.

Nearing the end of the race, Smith got right up on Burke and really put the pressure on. Going into turn eight, Smith was just inches behind Burke. In turn nine, Smith let it rip and the two went side-by-side down the front straight.

"The front tire slid and that sealed my fate," said Burke. "I knew I couldn't catch him."

Smith, after having passed every other racer, moved into second.

Shierts, then experienced a mechanical problem in turn one and pulled off the track and out of the race.

Burke tried to catch up but it was to no avail and Smith went on to take the checkered flag for the win. Burke crossed for second and Curtis Adams finished third.

Results

BOTT L/W: 1. Jason Pereira (Kaw); 2. Frank Domino (Yam); 3. Paul Shillito; 4. Gordon Smith Jr.; 5. Kevin Johnson (Yam).
BOTT H/W: 1. Mick Ofield (Duc); 2. Trevor Dunne (Duc); 3. Bud Rogers (Duc); 4. Erwin Rainek (Duc); 5. Mark Cruz (Duc).
600 S/ST: 1. Kent Kuditsugu (Yam); 2. Mike Goselaar (Yam); 3. Rodney Sherman (Yam); 4. Ross Hahn (Yam); 5. Dale Kieffer (Yam).
750 MOD PROD: 1. Ken Reynolds (Suz); 2. Jeff Harris (Suz); 3. Rodney Sherman (Yam); 4. Scott Chaytor (Kaw); 5. Scott Eichberger (Hon).
500 MOD PROD: 1. Edward Bagante (Yam); 2. Morgan Seim (Hon); 3. Michael Orsulan (Kaw); 4. Eric Sherrer (Hon); 5. Gordon Smith Jr. (Kaw).
400 MOD PROD: 1. Patrick Murray (Yam); 2. Darrell Parker (Yam); 3. Hiroshi Nakajama (Yam); 4. Mike Frynock (Yam); 5. Michael Hughes (Yam).
F-3: 1. Kevin Murray (Hon); 2. Clark Twelvetrees; 3. Jeff Walker (kaw); 4. Loren Poole Kaw); 5. Jeff Dyer (Yam).
F-1: 1. Mike Smith (Suz); 2. Barry Burke (Yam); 3. Curtis Adams (Suz); 4. Kent Kunitsugu; 5. Brian Bernard (Hon).
750 STK: 1. Jason Pridmore (Suz); 2. Bret Meacham (Yam); 3. Greg Terranova (Suz); 4. Chris Maulhardt (Yam); 5. Richard Kovacs (Suz).
BOTT VINT: 1. Mick Ofield; 2. David Fiorelli.
600 STK PROD: 1. Michael Huber; 2. Steve Mikolas (Yam); 3. Alan Smith (Yam); 4. Saroch Hanbintrony (Hon); 5. Greg Benton (Hon).
F-SGL: 1. Nick Lenatsch (Yam); 2. Frank Domino; 3. Paul Shillito (Rtx); 4. Joe Shelton (Yam); 5. Kevin Johnson (Yam).
500 STK: 1. Michael Orsulan (Kaw); 2. Doug Stephens (Kaw).
400 STK: 1. Hiroshi Nakajima (Yam); 2. Mike Krynods (Yam); 3. Randy Borg (Yam); 4. Michael Hughes (Yam); 5. Jerry Carlson (Yam).
600 SGL: 1. Nick lenatsch (Yam); 2. Frank Domino (Yam); 3. Eron Flory (Hon); 4. Joe Shelton (Yam); 5. Rick Thompson (Yam).
600 MOD PROD: 1. Kent Kunitsugu; 2. Rodney Sherman (Yam); 3. Tony Mathews (Hon); 4. Tim Tillman (Hon); 5. Alan Smith (Yam).
F-2: 1. Kent Kunitsugu (Yam); 2. Joe Williams; 3. Nick lenatsch (Yam); 4. Mike Goselaar (Yam); 5. Steve Biganski.
750 S/ST: 1. Mike Smith (Suz); 2. Barry Burke (Yam); 3. Kenny Kopecky (Suz); 4. Brad Hazen; 5. Jason Pridmore (Suz).
OPEN S/ST: 1. Lee Shierts (Suz); 2. Curtis Adams; 3. Robert Miller (Suz); 4. John Livings; 5. Doug Kamholz.
400 S/ST: 1. Dale Kieffer (Yam); 2. Nick lenatsch (Yam); 3. Patrick Murray (Yam); 4. Darrell Parker; 5. Mike Hughes.
500 S/ST: 1. Andy Milton; 2. Jason Pereira; 3. Eron Flory; 4. James Malouin; 5. Edward Brigante.

Smith scores Argyll MX win

By Nuklear Neukam

DIXON, CA, OCT. 29

FMF/Team Chesterfield Suzuki ace Rodney "Rocketman" Smith roosted his way to victory over FMF Yamaha-powered Shaun "Scootin' " Wooten in both 250cc Pro motos and thus claimed the overall in the CMC motocross races at Argyll Park. The 500cc Pro class, meanwhile, was dominated by Hi-Point/Davis Honda-mounted Grant Michaelson. The 125cc Pro class victory went to Team Green Fairfield Kawasaki-sponsored Ray Crumb and Kawasaki R&D hotshoe Michael Preston returned to his old haunting grounds and scored the Vet Pro win over dirt tracker Alex Jorgensen.

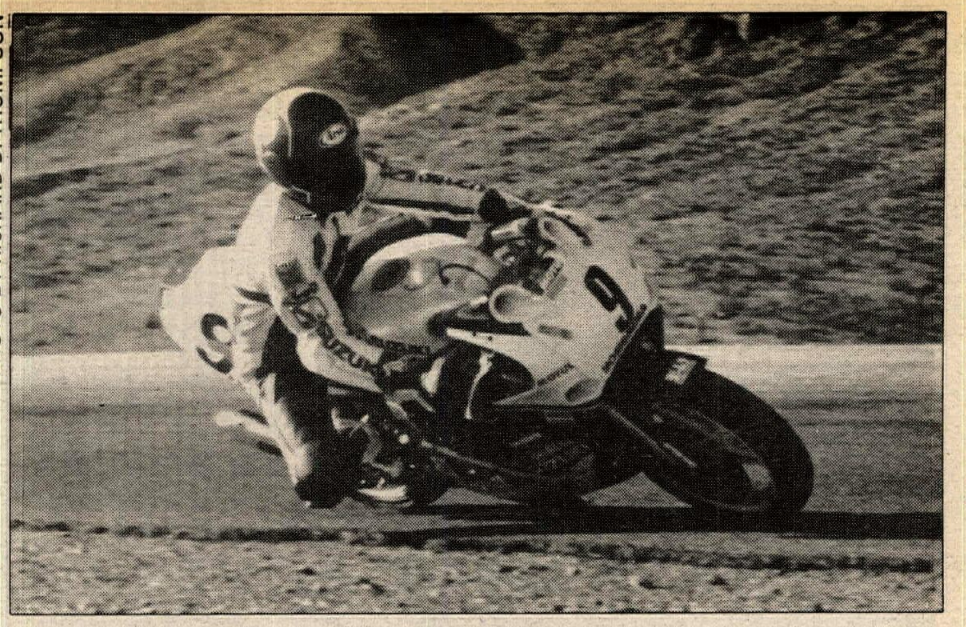
Smith shot into the lead of the first 250cc Pro moto and never looked back as the GP contender displayed his speed and style all the way to the checkered flag. Wooten proved his natural ability by holding off Wright Motors Yamaha-mounted "Jammin' " Jed Green for second. D&R Racing/Aloha Window Tinting/Pro Bike Kawasaki-sponsored Ron "Alien" Allen held on for fourth with Michaelson rounding out the top five.

Wooten hooked up and took the early lead in moto two, but Smith soon found his way by and again greeted the checkered first for the overall. Wooten stayed relatively close for second, and second overall, while Green was again third. Kawasaki's rising star Brian Roth took fourth, but first round problems held him to a 10th overall. Allen secured fourth overall with a fifth this time out while fifth overall went to Honda-mounted Kurt Jorgensen (7-6).

Michaelson topped both 500cc Pro battles while Yoko USA/Concord Honda sponsored Clayton "Bad" Blood played second fiddle both motos for second overall. Honda-mounted Kurt Jorgensen and Surf-n-Turf/South Bay Honda-sponsored Eric Sandstrom traded third and fourth in each moto-mission with Jorgensen securing third overall with the better finish in the second and deciding round. D&M Products' Jon Nicolaus broke up the Honda sweep with two fifths aboard his Kawasaki.

The Vet Pro class featured a return to northern California racing action by Kawasaki hot-shot Michael Preston. Preston won both motos in the smooth and rapid style that made him a local favorite not so many years ago. Mile, half-mile and TT tracks may be Alex Jorgensen's domain but he proved to be fast in the rough stuff as well by finishing second aboard his Kawasaki in both motos for second overall. Jorgensen worked his way to second from third the first moto, but had his work cut out in the second round when he found himself buried in mid-pack after the

PHOTO BY RICHARD D. THOMPSON



Mike Smith rode a Yoshimura Suzuki Superbike to the ARRA Formula One win at southern California's Willow Springs International Raceway.

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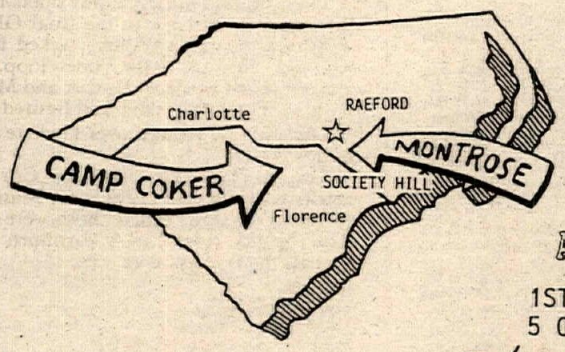

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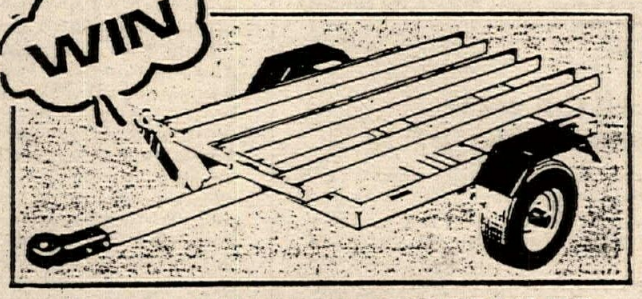

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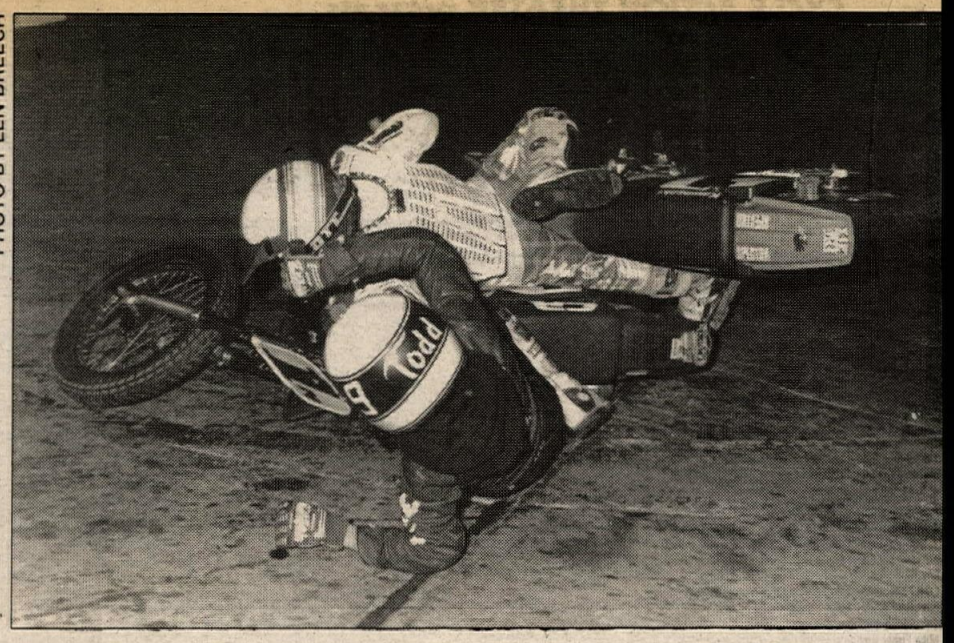
PHOTO BY TERRY REZEK

Shawn Davis (223) and Eric Samson (35) raced in both 125cc Intermediate motos at L.A. County Raceway, with Davis taking the win.

PHOTO BY LEN BREECH



Todd Winsett (foreground) and Ken Coolbeth raced for 12 laps before tangling at Maryland's Timonium Indoor Short Track.

first turn. Third overall went to Honda-mounted Mike Harper (4-3).

Results

125 PRO: 1. Ray Crumb (Kaw); 2. Jimmy Clay (Yam); 3. Pat Bennett (Suz).
250 PRO: 1. Rodney Smith (Suz); 2. Shaun Wooten (Yam); 3. Jed Green (Yam).
500 PRO: 1. Grant Michaelson (Hon); 2. Clayton Blood (Hon); 3. Kurt Jorgensen (Hon).
VET PRO: 1. Mike Preston (Kaw); 2. Alex Jorgensen (Kaw); 3. Mike Harper (Hon).
125 INT: 1. Pete Piantanida (Hon); 2. Pat Gomm (Hon); 3. Jason Johnson (Kaw).
250 INT: 1. Pat Gomm (Hon); 2. Tim Riggs (Kaw); 3. Matt Brown (Kaw).
500 INT: 1. Tavin Weinrick (Hon); 2. Dave Pile (Hon); 3. Robert Stowe (Hon).
50: 1. Chris Trugilo (Yam).
60: 1. Jeff Northrop (Kaw); 2. Craig Truglio (Kaw); 3. Jess Medley (Kaw).
80 BEG: 1. Eddie Benson (Kaw); 2. Jake Gilbert (Kaw); 3. Jeremy West (Kaw).
80 JR: 1. Donovan Placencia (Yam); 2. Jason Harrison (Suz); 3. Geof Lanini (Kaw).
80 INT: 1. Shane Esposito (Yam); 2. Casey Johnson (Kaw).
80 EX: 1. Danny Nelson (Kaw).
125 BEG: 1. Scott Schultz (Hon); 2. Ron Gilligan (Hon); 3. Rob Waldrop (Hon).
125 JR: 1. Mark Klauser (Kaw); 2. Michael Stanton (Hon); 3. Greg Allen (Kaw).
250 BEG; 1. Ben Cipollina (kaw); 2. Bill Stone (Yam); 3. Charlie King (Yam).
250 JR: 1. Jason Quintana (Suz); 2. Mark Weymyss (Hon); 3. Steve Wenger (Kaw).
500 JR: 1. Jack Parenteau; 2. Jeff Christensen (Hon); 3. Jim Pilgrim (Hon).
VET JR: 1. Jack Parenteau; 2. Randy Cox (Hon); 3. Dennis Wheeler (Hon).
VET INT: 1. Verlin Copeland (Suz).
OT MSTR: 1. Steve Ferroni (Hon); 2. Daniel Sturgeon (Hon); 3. Bill McClinton (ATK).
OT JR: 1. Don Flaner (Hon); 2. Vern Holthouse (Kaw); 3. Bill Riggs (Kaw).
OT INT: 1. Steve Bevilaqua (Yam); 2. Craig Watts (Hon); 3. Erv Rifenburg (KTM).

Sulek slices competition at LACR MX

By Terry Rezek

PALMDALE, CA, NOV. 12

Tony Sulek has dominated the 250cc Intermediate class throughout the California Racing Club's 2nd Annual Sponsorship Series and added yet another pair of wins today at Los Angeles County Raceway.

Sulek blew off the start line in moto one and romped to the first moto win. Gary Lacy started in a tight second but could only watch as Sulek steadily pulled away.

Lacy got the edge when the gate fell on moto two and Sulek was off the line in fourth. Sulek quickly moved up to second and flashed to the lead on lap two for another win. The series scoring rules count the best seven finishes out of the nine rounds in the series. With today's wins, Sulek has six firsts and chances are very high that he could win the series even without the final race.

Todd Lehmann took the 250cc Pro class lead off the line in moto one. Tim Telford was close behind and got much closer over the next four laps. The constant pressure finally got to Lehmann near the end of lap five and high-centered in a soft hairpin turn. Telford was past and gone before Lehamann could dig out and quickly opened up a 10-length lead, then saw it reduced to five when Lehmann got his rhythm back. Telford held on, winning the first moto with Lehmann second.

Telford took charge of moto two right out of the gate, going on for an easy moto win and the overall.

In the combined Vet Intermediate/Expert class, intermediates Charlie Strong and Todd Peterson went out on lap one just ahead of expert Randy Tittlemier. Tittlemier went down briefly and John Hateley went by for the Expert class lead. Tittlemier was up and back in the race almost immediately but finished second in the Expert class behind Hateley. Peterson took the overall lead on lap four and easily won the Intermediate class.

In moto two, Tittlemier stayed upright and won the Expert class for the overall victory. Peterson took the Intermediate class lead off the line and won another no-contest moto for the overall.

Results

80 BEG: 1. Les Malan (Kaw); 2. Jim Buntin (Hon); 3. Jason DeJager (Kaw); 4. Jason Stoner (Suz); 5. Fred Orim (Hon).
80 BIG WHL: 1. David Delgado (Kaw); 2. Raymond Morales (Kaw). 80 NOV: 1.Jimmy Lavorci (Yam); 2. Tracy Asher (Suz); 3. Chris Allen (Suz); 4. Shawn O'Brien (Suz); 5. Jay Theys (Suz).
80 INT: 1. Jack Cox (Kaw); 2. Terry Parsons (Hon); 3. Jason DePatto (Hon).
VINT: 1. Tony Pulliam (Hon); 2. Rod Kirkbride (Hon); 3. Gerald Fasold (Hon).
SR BEG: 1. Dale Brockett (Hon).
SR NOV: 1. Wiley Seitzler (Hon).
SR INT: 1. Terry McDonald; 2. Robert Linville (Suz).
SR EX: 1. Bob Millner (Hon).
WMN NOV: 1. Carie Martinez (Hon).
WMN INT: 1. Candy Hateley (Yam); 2. Tina Zahrt (Hon).
JR VET BEG: 1. Manny Del Campo (Hon); 2. Bob Michael (Hon); 3. Terry Puls (Hon); 4. Kevin Davidson (Kaw); 5. Fabian Terracciano (Yam).
JR VET NOV: 1. Rich Chouinard (Hon); 2. Mike Little (Suz); 3. Todd Peterson (Hon); 4. B.J. Lehn (Suz); 5. Chuck Gunter (Hon).
JR VET INT: 1. David Lynch (Hon); 2. Greg Martinez (Hon).
JR VET EX: 1. Karl Allen (Hon).
VET BEG: 1. Mark Rauch (Kaw); 2. Robin Young (Hon); 3. Mike McAlpin (Kaw); 4. Alex Spinelli (Yam); 5. Chris Varner (Hon).
VET NOV: 1. Clifton Warren (Hon); 2. David Mason (Kaw); 3. Dave Graham (Suz); 4. Michael Stanbro (Kaw); 5. Ken Greene (Hon).
VET INT: 1. Todd Peterson (Hon); 2. Charlie Strong (Hon); 3. Russ Hoffman (Hon); 4. Randy Anderson (Yam).
VET EX: 1. Randy Tittlemier (Suz); 2. John Hateley (Yam); 3. Roger McCabe (Kaw).
125 BEG D-1: 1. Tracy Asher (Suz); 2. Aaron Van Dyck (Yam); 3. Shad Smith (Yam); 4. Rob Pankratz (Hon); 5. Deacon Lee James (Yam).
125 BEG D-2: 1. Ronnie O'Byrne (Suz); 2. Josh Guggenmos (Suz); 3. Seth Poden (Hon); 4. Seth Torrey (Hon); 5. Mike Gray (Kaw).
125 NOV: 1. Donald Upton (Hon); 2. Andrew Olivia (Suz); 3. Jason Melton (Hon); 4. Bob Sage (Suz); 5. Kevin O'Brien.
125 INT: 1. Shawn Davis (Hon); 2. Eric Samson (Hon); 3. Charlie Love (Yam).
125 PRO: 1. Eric Wicker (Hon); 2. Duane Benner (Yam); 3. John Posca (Suz); 4. Troy Welty (Suz); 5. Jeff Barbacovi (Yam).
250 BEG: 1. Geoff Cobbett (Hon); 2. Jeff Nutter (Hon); 3. Frank Sottile (Suz); 4. David Hainey (Hon); 5. Chris Ray (Hon).
250 NOV: 1. Danny Seyler (Hon); 2. Byron Greene (Yam); 3. Billy Mercier (Hon); 4. Jason Simmons (Kaw); 5. Travis Mullins (Suz).
250 INT: 1. Tony Sulek (Kaw); 2. Gary Lacy (Kaw); 3. Robbie Dunham (Yam); 4. Ken Neitzel (Kaw); 5. Matt Wyckoff (Kaw).
250 PRO: 1. Tim Telford (Suz); 2. Todd Lehmann (Hon); 3. Tim Winslow (Suz); 4. Eric Wicker (Hon).
500 BEG: 1. Chip Hamrick (Hon); 2. Manny Del Campo (Hon); 3. Bob Phillips (Hon); 4. Frank Betcher (Hon); 5. Jason Myron (Hon).
500 NOV: 1. Brad Dawson (Hon); 2. Chad Nelson (Hon); 3. Charlie Strong (Hon); 4. Danny Mourning (Hon); 5. Jerry Ehlers (Kaw).
500 INT: 1. Karl Allen (Hon).

Price, White winners again at Timonium Indoor ST

By Len Breech

TIMONIUM, MD, NOV. 11

Georgie Price and Joe White became the first repeat winners as the Baltimore County Trail Riders/Cockeysville Optmist Club-sponsored series reached the mid-point. Price took his second win in the 125s, while White took the 360s. Other winners were Richard Reeves in the 250cc class, Lew Woods in the 250cc Pro class and Chuck Blessing, who inherited the 80cc win in one of the more exciting finals.

The six-rider, six-lap Dash For Cash, pitting the fastest qualifiers in each class plus the next fastest overall, has become a "Bash for Cash", as more than one rider typically ends up on the concrete as they battle for the $80 winner's share of the purse. Tonight was no different, as Dan Reichert jumped into a quick lead over Steve Burkholder, Charles Majeski, Bob Sweeten and Georgie Price. Price clipped Burkholder's rear tire as they came off the fourth turn, sending the fast qualifier to the ground. He then shadowed his uncle, Sweeten, and dove under him entering the first turn on the next lap, causing him to fall. While Reichert was on his way to the win, Price then fell on his own in the second turn.

At the lighting of the green light, Todd Winsett and Ken Coolbeth quickly jumped in front of the rest of the 80cc field led by Blessing, Roy Miller and Paul Lynch. For over 10 laps they battled, with Coolbeth unable to find a hole in Winsett's line. As they were coming up to lap Coolbeth's cousin, Morgan, Winsett's front tire touched his rear tire, sending him down. Coolbeth, with nowhere to go also went down, giving Blessing the lead while they untangled. They remounted to finish fourth and fifth, respectively.

Kevin Varnes grabbed the lead from Georgie Price, Jeremy Lucy and Todd Stith at the start of the 125cc final. Varnes gave Price the opening he needed as he got slightly crossed-up coming off the second turn on the third lap. Price slipped under him as they exited turn four and took the lead entering the first turn. After that, the order stayed the same, except for Lucy clipping a tire with his hand two laps from the end and falling.

The 250s have been a show of veteran experience, and tonight was no difference as Reeves grabbed the lead from previous winners Mike Mester and Reichert. Reeves managed to pull a little breathing room during the mid-stages of the race, and he needed that cushion as he bobbled slightly coming off the fourth turn two laps from the end, putting the Mester/Reichert battle on his rear wheel. He held them off for the win.

White jumped out to a clean, two-length lead as they came off the second turn in the 360cc final, while Rich Rowe, Clarence Bull and Mark Burkholder slowed each other down briefly at the start. Bull passed under Rowe after two laps, sending him to the ground. While White slowed his pace slightly towards the end, Bull and Burkholder stepped up theirs, finishing right on White's tail.

By the time the 250cc Pros came to the line, the almost 1500 spectatos were primed for a battle. After setting the fastest lap time ever here in time trials (7.18 seconds), Steve Burkholder was rated the favorite. But his buddy Woods had other ideas and timed the light perfectly, leading Burkholder, Scott Saunders, and Tom Majeski into the first turn. For the next 14 laps, both ran perfect lines as they put several lengths on the others. Saunders had a slight bobble coming off the fourth turn on the sixth lap, letting Majeski and Rodney Farris by in a flash. The racing was so intense that the starter didn't wave the white flag until both Woods and Burkholder had passed. He did wave the checkered to a slightly surprised Burkholder, who may have been planning a little bump and run on the final turn.

Results

DFC: 1. Dan Reichert (Bul); 2. Charles Majeski (Bul); 3. Georgie Price (Hon); 4. Bob Sweeten (Kaw); 5. Steve Burkholder (H-D).
50: 1. Brody Miller (M-M); 2. Travis Oswald (Suz); 3. Billy Kraft (Itj); 4. Tom Skethway (Yam); 5. Jacob Johnson (Hon).
80: 1. Chuck Blessing (Yam); 2. Paul Lynch (Hon); 3. Roy Miller (KTM); 4. Todd Winsett (Hon); 5. Ken Coolbeth (Kaw).
125: 1. Georgie Price (Hon); 2. Kevin Varnes (Yam); 3. Todd Stith (Hon); 4. Eddie Hidden (Yam); 5. John Sulewski (Yam).
250: 1. Richard Reeves (Kaw); 2. Mike Mester (Yam); 3. Dan Reichert (Bul); 4. Jim Thomas (Yam); 5. Dale Wakefield (PDV).
360: 1. Joe White (H-D); 2. Clarence Bull (Hon); 3. Mark Burkholder (Bul); 4. Larry Weiss (Bul); 5. Harold Brossman (Hon).
250 PRO: 1. Lew Woods (Mai); 2. Steve Burkholder (H-D); 3. Tom Majeski (Hon); 4. Rodney Farris (Yam); 5. Scott Saunders (Bul).

Hodes hot at Lake Whitney MX

By Joyce Ladd

WHITNEY, TX, NOV. 11-12

American Honda/Hondaline/Shoei/CTi/Oakley/Race Tech/JoJo's Pants-sponsored Tim Hodes took the overall win in the 125cc Expert class at the GNC Texas Regional at Lake Whitney Cycle Ranch.

Twenty riders lined up at the gate for the start of moto one and when the gate dropped it was Hodes out front with the lead, which he held the entire moto. Hodes was riding smooth and on the gas with 1:44 lap times. For all nine laps, the first five riders held their positions, Hodes followed by Team Green's Roy Schellenberger, Honda rider Pedro Gonzales, Suzuki-mounted Cliff Palmer and Yamaha-sponsored Jason Langford.

Moto two again saw Hodes pull the holeshot and lead from start to finish. Hodes was followed by Kawasaki's Terry Tinney, Schellenberger, Gonzales and Langford. By lap two, Gonzales had made his way pass Schellenberger for the number-three spot. But lap four saw Schellenberger again in command of slot three. Schellenberger then began his charge on Tinney as they went handlebar-to-handlebar over the jumps. Schellenberger kept the pressure on, but couldn't find an opening to get around Tinney. When the checkers came out it was Hodes, Tinney, Schellenberger and Langford. Hodes took the overall win with his perfect 1-1 finishes, while Schellenberger took second overall with 2-3 and third overall went to Tinney with 6-2.

Results

TEENY MINI: 1. Alea Shinn (Yam); 2. Brad Roten (Yam); 3. Randell Williams (Yam); 4. Chris Carlisle (Yam); 5. J.R. Patrono (Yam).
MINI MINI BEG: 1. Matt Davis (Kaw); 2. Joseph Anderson (Kaw).
MINI MINI 6-8: 1. Jared Murphy (Kaw); 2. Randell Williams (Kaw); 3. Barry Atyttle (Kaw); 4. Alea Shinn (Kaw); 5. Joshua Luchner (Kaw).
MINI MINI 9-11: 1. Tim Roten (Kaw); 2. Aaron Shinn (Kaw); 3. Carter Schneider (Kaw); 4. Charley Boyard (Kaw); 5. Brandon Sander (Kaw).
MINI BK BEG 7-11: 1. Sergio Gonzales (Yam); 2. Wayne Lowery (Yam).
MINI BK JR: 1. Charles Booth (Hon); 2. Eric Vallejo (Yam); 3. Kristy Shealy (Kaw); 4. Tim Roten (kaw); 5. Brandon Sander (Kaw).
MINI BK SR 12-13: 1. Brad Woolsey (Hon); 2. Cody Green (Hon); 3. Clint Latham (Kaw); 4. Shay manney (Hon); 5. Billy Gartman (Kaw).
MINI BK SR 14-16: 1. Joey Pratt (Kaw); 2. Edward Thornton (kaw); 2. Erick Cantu (Yam); 3. Chris Daulitz (Kaw); 4. Michael Moses (Kaw).
MINI BK BEG 12-15: 1. Casey Cheatham (Kaw); 2. Morgan Martin (Kaw); 3. Brian Knoff (Kaw); 4. Corey Stogner (Kaw); 5. Chad Wallis (Kaw).
MINI BK STK 7-11: 1. Erick Vallejo (Yam); 2. Tim Roten (Kaw); 3. Brandon Sander (Kaw); 4. Jake Moore (KTM); 5. Kristy Shealy (Kaw).
MINI BK STK 12-13: 1. Cody Green (Hon); 2. Brad Woolsey (Hon); 3. Clint Latham (Kaw); 4. Brian Oestrick (Kaw); 5. Jeff Covington (Kaw).
MINI BK STK 14-16: 1. Joey Pratt (Kaw); 2. Michael Moses (Kaw); 3. Edward Thornton (Kaw); 4. Chris Daulitz (Kaw); 5. Chris Hamilton (Suz).
MINI BK OPEN 7-16: 1. Joey Pratt (Kaw); 2. Clint Latham (Kaw); 3. Edward Thornton (Kaw); 4. Chris Hamilton (Suz); 5. Jordan Jordan (Kaw).
125 BEG: 1. Brad Heydriby (Suz); 2. Rodney Tedder (kaw); 3. Bud murphy (Suz); 4. Shawn Mardis (Hon); 5. Mark Rush (Suz).
125 NOV STK: 1. Doug Boyd (Suz); 2. Kyle Parks (Hon); 3. Keith Adams (Hon); 4. Chris Blume (Hon); 5. Rodney Gentry (Kaw).
125 NOV MOD: 1. Doug Boyd (Suz): 2. Kyle Parks (Hon); 3. Keith Adams (Hon); 4. Mike Kurz (Suz); 5. Heath Kurz (Kaw).
125 INT STK: 1. Jason Edwards (Kaw); 2. Jason Krempin (Hon); 3. Chad Clark (Kaw); 4. Frankie Ladd (Hon); 5. Jeff Talley (Kaw).
125 INT MOD: 1. Jason Edwards (Kaw); 2. Jason Krempin (Hon); 3. Chad Clark (Kaw); 4. Troy Smith (Hon); 5. Jeff Talley (Kaw).
125 EX: 1. Tim Hodes (Hon); 2. Roy Schellenberger (Kaw); 3. Terry Tinney (Kaw); 4. Jason Langford (Yam); 5. Cliff Palmer (Suz).
125 OPEN: 1. Jason Krempin (Hon); 2. Chad Clark (Kaw); 3. Todd Bates (Hon); 4. Frankie Ladd (Hon); 5. Jeff Talley (Kaw).
250 BEG: 1. Scott Latta (Suz); 2. James Rodriguez (Kaw); 3. James Hughes (Yam).
250 NOV STK: 1. Ron Parks (Hon); 2. Trent Crawford (Kaw); 3. Chuck Long (Kaw); 4. Ronny Huckabee (Hon); 5. Joe Carter (Suz).
250 NOV MOD: 1. Trent Crawford (Kaw); 2. Carlos Garcia (Hon); 3. Ron Parks (Hon); 4. Jimmy Dale Wilson (Kaw); 5. Vince Haisley (Kaw).
250 INT STK: 1. Jason Edwards (Kaw); 2. Jason Krempin (Hon); 3. Jeff Talley (Kaw); 4. Tim Chapman (Hon); 5. Billy DePriest (Kaw).
250 INT MOD: 1. Jason Edwards (Kaw), 2. Dwain Carter (Kaw); 3. Tim Chapman (Hon); 4. Joe Jordan (Kaw); 5. Kevin Williams (Hon).
250 OPEN: 1. Dwain Carter (Kaw); 2. Joey Hardin (Suz); 3. Kevin Williams (Hon); 4. Jason Miller (Hon); 5. Ralph Ragland (Suz).
250 EX: 1. Roy Schellenberger (Kaw); 2. Billy Whitley (Suz); 3. Cliff Palmer (Suz); 4. Pedro Gonzales (Hon); 5. Tim Hodes (Hon).
OVER 25 NOV: 1. Ronnie Welch (Hon); 2. Steve McCombs (Yam); 3. Doug Burrow; 4. Tony Wright (Suz); 5. John Bass (Yam).
OVER 25 INT: 1. Steve Pate (Hon); 2. Jeff Jones (Suz); 3. Keith Mundie (Kaw); 4. Joe Jordan (Kaw); 5. Joey Hardin (Suz).
OVER 30 NOV: 1. James Barnes (Yam); 2. Scott Isbell (Yam); 3. Stephen Ligon (Yam); 4. David Guillett (Hon); 5. John Foster (KTM).
OVER 30 INT: 1. D. Huckabee (Hon); 2. John Mitchell (Hon); 3. Clint Ward (Yam); 4. Darcy Brasel; 5. Ben brown (Kaw).
OVER 30 MSTR: 1. Jeff Jones (Suz); 2. Charlie Brown (Hon); 3. Jerry Joiner (Kaw); 4. Bob Stolper (Yam); 5. Larry Masters (Yam).
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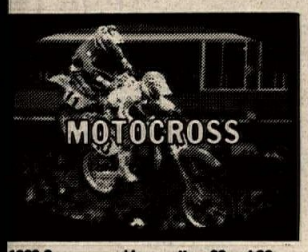

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Rick Johnson starts behind, but burns by Erik Kehoe and Jeff Stanton and Guy Cooper. Johnny O'Mara leads, but his stem breaks, giving the champagne and kisses to bad boy RJ !

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First time on home video. RJ came, saw, conquered.

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Johnson's win streak is snapped by Jeff Stanton!

(#60) **Miami/Tampa SX**
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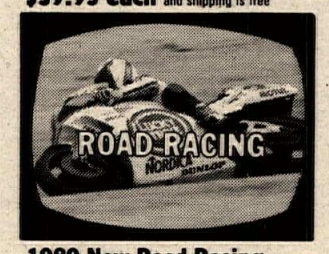

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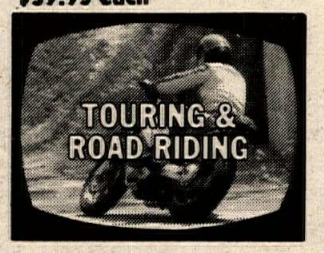

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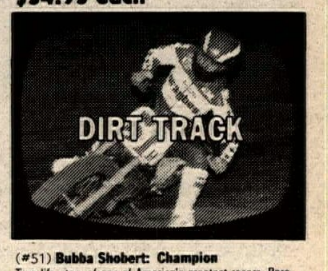

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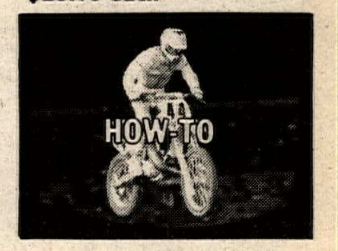

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PHOTO BY GARY CRIDER

Class winners of the Southeastern Motocross Championship Series assembled for a group portrait at the final race in Macon, Georgia.

OPEN: 1. Billy DePriest (Kaw); 2. Marc Baker (Kaw); 3. Jim Bob Morris (Kaw); 5. Shaun Murphy (Kaw); 5. Paul Bishop (Hon).

Higuera blasts Monterey ST

By Mike Vancil

MONTEREY, CA, NOV. 4

A hard-charging Jimmy Higuera put together one of his finest races ever to capture the hard-fought final for 600cc Experts at the R&D Enterprise-sponsored Monterey Short Track.

Two separate heat races were conducted for the 12 riders with only the first four finishers from each heat being allowed a front-row start in the final. In heat one Allon McBees' win streak was broken as he got crowded out of the action. Steve Stewart was to receive the same treatment. Winning the event was Robert Damron on his Rotax.

The other heat race win went to Dan Cahoon as he outbroke another talented group. In this one Mike Inderbitzin fell hard enough to cause him to withdraw and so the final was narrowed to 11 riders.

At the green light Cahoon came away the leader into and out of turn one. McBee was in the thick of the action as he looked to make it three feature wins in three tries. At the midpoint of the 10-lap final it was still Cahoon in the lead on his Yamaha followed by Higuera on his Rotax and Damron had passed McBee for third. The revitalyzed Higuera then began diving deeper into turns one and three and was gaining ground on leader Cahoon. With two laps to go Higuera found an opening coming out of turn two, accelerated hard and dove under Cahoon in turn three. He clearly had the lead at the white flag and kept it for the final circuit around the tiny oval. Cahoon kept second at the checkers and McBee repassed Damont for third.

in the 250cc Junior heat race Lonnie Pauley rode flawlessly to the win on his Yamaha two-stroke followed by Dan Hart on his Kawasaki two-stroke. They reappeared in the class final and finished in the same order but the racers were close the whole time. Perry Lang, Gregory Enyart and Troy Watts trailed this pair across the finish line.

The 500cc Junior class heat race win went to a very determined Jeff Eklund. Trailing Eklund was Hart and Michelle DiSalvo. Pauley had fallen and was awarded a ninth place finish.

In the final Pauley grabbed the holeshot but was only stalked briefly by Hart before Hart made the pass. Lap after lap Pauley tried to find a way back around Hart but none became available. At the checkers it was Hart first, Pauley second and Kenny Waag third.

Results

P/W 50: 1. Rylan Hansen (Yam); 2. Bryan Grier (Yam); 3. Daniel Adkins (Suz); 4. Christopher Canepa (Yam); 5. Derrick Patterson (Yam).

MINI 60/80 NOV: 1. Jeremy Twitt (Kaw); 2. Curtis Peebles (Kaw); 3. Lesley Peterson (Kaw).

MINI 80 EX: 1. Greg Miller (Kaw); 2. Brian Sgheiza (Kaw); 3. Johnny Murphree (Kaw); 4. Shaun Russell (Yam); 5. Robert Stevenson (Yam).

125 NOV: 1. Richard Russo (Yam); 2. Charlie Coleman (Yam); 3. Gary Veltenhelmer (Yam).

T/W: 1. Vance Beltran (Hon); 2. Mike Dias (Hon); 3. Ralph Gomez (Yam); 4. Dan Riding (Hon); 5. Jamie Gitmed (Hon).

250 NOV D-1: 1. William Luker (Hon); 2. Don Wilhite (Yam); 3.Jim Poff (Yam); 4. Mark Anthony (Hon); 5. Robert Cato (Bul).

250 NOV D-2: 1. Jason Calhoon (Yam); 2. Ricky Baker (Yam); 3. Mike Bettencourt (Hon); 4. Doug Flinch (C-A); 5. James Barrow (Hon).

250 JR: 1. Lonnie Pauley (Yam); 2. Dan Hart (Kaw); 3. Perry Lang (Yam); 4. Gregory Enyart (Yam); 5. Troy Watts (Yam).

500 NOV D-1: 1. Aaron Twitt (Kaw); 2. Larry Crawford (Yam); 3. William Luker (Hon); 4. Tom DiSalvo (Yam); 5. Keith Rainaud (Yam).

500 NOV D-2: 1. Allan McClellan (C-A); 2. John Pierce (Yam); 3. Bernie Cabanilla (Yam); 4. Kevin Deupser (Hon); 5. Peter Asraan (Yam).

500 JR: 1. Dan Hart (Kaw); 2. Lonnie Pauley (Hon); 3. Kenny Waag (Hon); 4. Lonnie Lacy (Yam); 5. Gregory Enyart (Yam).

600 JR: 1. Lonnie Pauley (Hon); 2. David Freeze (Yam); 3.Jeff Eklund (Yam); 4. Dan Hart (Rtx); 5. Steven Grier (Yam).

600 EX: 1. Jimmy Higuera (Rtx); 2. Dan Cahoon (Yam); 3. Allon McBee (Hon); 4. Robert Damron (Rtx); 5. Rick Cremona (Yam).

Montero, Martin battle at Echeconnee MX

By Gary Crider

MACON, GA, NOV. 4-5

Scott Pinson, Johnny Dean, Donny Banks and Tommy Martin wrapped up their respective double-class series victories as riders from a seven state area converged on Echeconnee MX for the two-day final event in the Pepsi Cola/Pit Stop Racing/Cam-1/PJ1/Scott-sponsored Southeastern MX Championship Series. The weekend was highlighted by spectacular battles between Louisiana's Chad Montero and local star Tommy Martin in both 125cc A motos.

When the gate dropped for the opening 125cc A moto, Montero gassed his Kevin Thornhill/Too Trick R&D-tuned Honda into the lead followed by the Hondas ridden by Martin, Ashley Epps, Allen Ross and Jason Coleman. The Montero/Martin/Epps trio soon pulled away, tearing up the track in a high-speed fight for the lead. On lap four, Montero made an error in the whoops section and dropped to third. But just two turns later, Montero had passed both riders and managed to hold on for the win over Martin. Mississippi-resident Ross moved by Epps during the final laps to finish third over Epps and Coleman.

Honda of McComb/Gear/Scott/Shoei/Maxima-backed Montero holeshot moto two ahead of Answer/Lusk MX School-backed Martin and Epps. Montero held his advantage until the third lap when he slid down in a fast sweeper. Montero remounted third and eventually got by Epps for second. Martin was long gone for the win and the overall. Montero took runner-up honors while Epps, Ross and Coleman rounded out the all-Honda top five. "The crowd here was great," said Montero, "I could hear them cheering me on, especially after I fell in the second moto. I thought that was really cool, since I'm not from around here."

The 40-Plus division provided plenty of excitement as Randy Tillery and Charlie Owens fought for the win while injured series winner Warner Wilbourn watched from the sidelines. Owens opened a good lead in moto one but Tillery closed for a wheel-to-wheel challenge in the final two laps. Owens held for the win.

Moto two was the same, except that when Tillery closed on Owens, the duo encountered a lapped rider. Owens and Tillery steered around the rider and then locked bars, resulting in a spectacular crash. Tillery remounted quickly for the win and the overall while Owens, shaken up, was slow to get back underway. Ownes finished fifth, netting third overall behind Larry Brinkley.

In the 250cc B first moto, Mister Sweeper-backed Kevin Knight had his sights set on series winner Brian Robertson. Knight tried to take the lead from Robertson on lap three but crashed. "There was a big bump that I didn't see and I endoed instead of passing," said Knight. Knight eventually posted 4-2 for third behind fellow Suzuki pilot Robertson while Steve Saunders came out the winner with a 2-1 score. Knight returned to win the Plus 25 class over Saunders and Dell Ellanson.

Results

50 AUTO: 1. James Garrett Jr. (Yam); 2. Aaron Lindsey (Yam); 3. Jimmy Reeves Jr. (Yam); 4. Chad Albritton (Yam); 5. Matt Dickerson (Yam).

60: 1. Shae Bentley (Kaw); 2. Scott Pinson (Kaw); 3. Matt Walker (Kaw); 4. Matt Boone (Kaw); 5. James Garrett (Kaw).

MINI C: 1. Bill Cain (Kaw); 2. Brandon Cantrell (Suz); 3. Adam Humphrey (Yam); 4. Scott Pinson (Suz); 5. Rayman Stanelle (Hon).

MINI B: 1. Kevin Windham (Kaw); 2. Dwayne Bone (Hon); 3. Jason Sybert (Hon); 4. Scott Bryant (Hon); 5. Kevin Smith (Kaw).

MINI A: 1. Ezra Lusk (Kaw); 2. Ryan Reynolds (Hon); 3. Eric Pinson (Suz); 4. P.J. Howell (Hon); 5. Jason Coleman (Hon).

S/MINI: 1. Ezra Lusk (Kaw); 2. Ryan Reynolds (Hon); 3. Kevin Windham (Kaw); 4. P.J. Howell (Hon); 5. Jason Sybert (Hon).

125 C: 1. Johnny Dean (Hon); 2. Kenny Tipton (Hon); 3. Brian Stokes (Hon); 4. Will McEntyre (Kaw); 5. Brian Burnett (Yam).

250 C: 1. Johnny Dean (Hon); 2. Kenny Tipton (Hon); 3. Aaron Day (Hon); 4. Chris McNeil (Hon); 5. Kipp Brule (Kaw).

125 B: 1. Stacey Barnett (Hon); 2. Aaron Yates (Hon); 3. Lonnie Brown (Kaw); 4. Dan Lipscomb (Hon); 5. Kevin Cozadd (Kaw).

250 B: 1. Steve Saunders (Hon); 2. Brian Robertson (Suz); 3. Kevin Knight (Suz); 4. Dell Ellanson (Hon); 5. Jeff Ballard (Yam).

500 B: 1. Jeff Ballard (Yam); 2. Bill Earle (Hon); 3. Kenneth Wood (Hon); 4. Paxton Owens (Hon); 5. Benny Durrough (KTM).

PLUS 25: 1. Kevin Knight (Suz); 2. Steve Saunders (Hon); 3. Dell Ellanson (Hon); 4. Jeff Byers (Yam); 5. Ray Carroll (Hon).

30+: 1. Robert Aber (Hon); 2. Jay McClellan (Yam); 3. Ray Carroll (Hon); 4. David Wall (Yam); 5. Randy Powell (Hon).

40+: 1. Randy Tillery (Hon); 2. Larry Brinkley (Kaw); 3. Charlie Owens (Hon); 4. Eugene Goode (Suz); 5. David Waldrop (Hon).

125 A: 1. Tommy Martin (Hon); 2. Chad Montero (Hon); 3. Ashley Epps (Hon); 4. Allen Ross (Hon); 5. Jason Coleman (Hon).

250 A: 1. Tommy Martin (Hon); 2. Earnest Harbin (Kaw); 3. Jason Coleman (Hon); 4. Ross Johnston (Hon); 5. Kevin Dollar (Suz).

500 OPEN AM: 1. Larry Crook (Hon); 2. Shane Pope (Hon); 3. Jeff Nichols (Hon); 4. Ron Stokes (Suz); 5. Henry Avant (Suz).

500 OPEN PRO: 1. Tim Morrow (Hon); 2. Cecil Pettway (Hon); 3. John Wilson (Hon); 4. Mark Whidby (Suz); 5. Jason Coleman (Hon).

TEAM RACE: 1. Tommy Martin/Mike Floyd; 2. Dwayne Bone/Kevin Dollar; 3. Aaron Day/Ezra Lusk; 4. Kenny Tipton/Will McEntyre; 5. Dennis Harris/Brandon Smith.

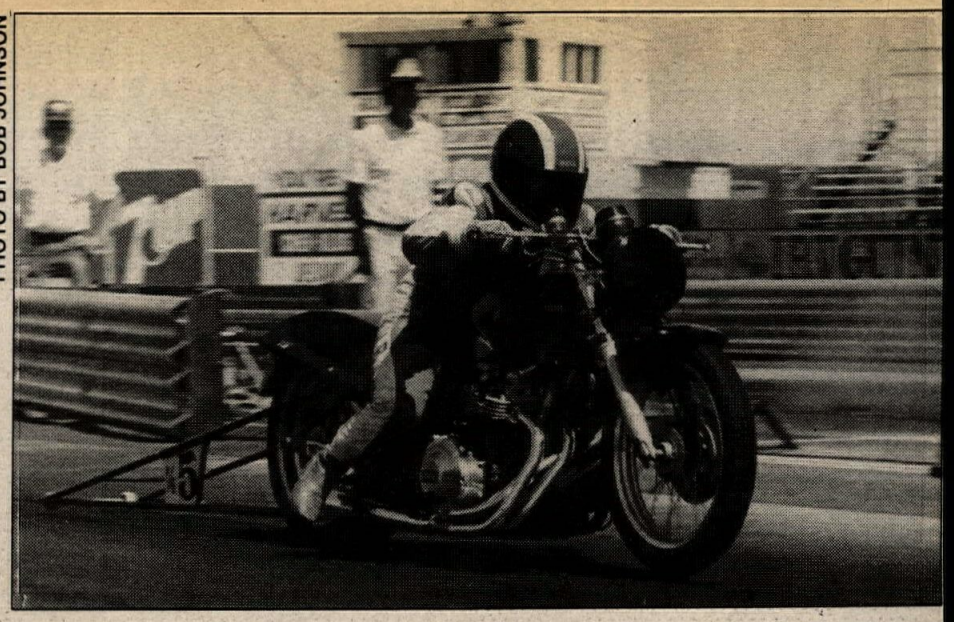

PHOTO BY BOB JOHNSON

Elva Earll of Fresno, California, clinched the Western Pro Gas Association Championship with her second-place finish in the Bakersfield finals.

Benusches wins Bakersfield Drags

By Bob Johnson

BAKERSFIELD, CA, NOV. 12

Matt Benusches of Canyon Country, California, won the final event of the 1989 Western Pro Gas Association, motorcycle series when he defeated Elva Earll in the final round at Bakersfield Raceway.

Qualifying for the season finale saw the toughest fight for the number one spot the entire season. After three rounds of side-by-side action, Mark Mansfield had the top position nailed down with a 9.204 (9.20 second index); next was the lady from Fresno, Elva Earll with a 9.216; Benusches was third with a 9.217; 1988 season runner-up Dale Barber was fourth with a 9.220; Don Earll was fifth at 9.230, and Charlie Fulks was sixth at 9.240.

The second round of eliminations began with 1988 WPGA Champion Don Earll getting the win as Mansfield's Suzuki broke-out; Benusches ran a perfect 9.20 to defeat Las Vegas series event winner Joe Savatgy's '89 Suzuki; Elva Earll ran a 9.40 to edge Charlie Fulks' Kawasaki at 9.40; and Larry Stanton beat Dave Earll, 9.37 to a losing 9.43. Incidentally, Dave Earll's win over Dale Barber denied Barber the runner-up spot in the '89 series points chase.

Drag racing at its best took place in the semi finals, when Benusches ran a 9.22 to beat Don Earll's Trac Dynamics Canyon Country/Cycle Tune Fresno sponsored '75 Kawasaki. Elva Earll then put a holeshot on Stanton's Reaction Concept Motorsports-backed '76 Kawasaki, 9.40 to a losing 9.37.

The final round paired the Trac Dynamics, Vance & Hines Sun Valley, Carloonies Custom Paint-sponsored '87 Kawasaki Ninja of Benusches against the Trac Dynamics/Cycle Tune-sponsored '86 Kawasaki of Elva Earll. The race was over at midtrack, though, when Matt ran a 9.30 to earn his first series event win of '89, as Elva's Kawasaki suffered breakage and slowed to a losing 11.60.

During the first two years of the Western Pro Gas Assoc., existence, the Earll family has decided to share among themselves the series number one plate. Last year Don Earll grabbed the top honor, and in '90, his wife Elva will claim the coveted number one on her bike.

The final points standings are as follows: Elva Earll (1363), Matt Benusches (1178), Dave Earll (1053), Dale Barber (1044), Joe Savatgy (922) and Don Earll (889).

The WPGA capped the season with a banquet in Bakersfield, where the series top sponsor, Jay Eshbach of American Performance Engineering (APE) presented Elva with a bonus check for $1000, Benusches second place award was $300, and Dave Earll's third placing was worth an extra $200.

McBee buzzes to Monterey ST win

By Mike Vancil

MONTEREY, CA, OCT. 28

Allon McBee gave his relatively-new pro career a boost as he took the feature win of the night short track event hosted by R&D Enterprises at the Monterey County Fairgrounds. McBee rides a Honda four-stroke sponsored by Sowle Racers, Pacific Underground Const., Kastors' Auto Body and Biomet.

A talented field of experts raced an eight-lap heat to determine starting positions for the 10-lap final, and the best performer was Danny Cahoon on his Yamaha TT. He was trailed to the checkers by Jimmy Higuera, Craig Johnson, McBee and the remaining four riders in the eight-rider event.

At the green light of the final it was McBee darting into the lead. There was a bit of bar banging and wall scraping exiting turn two as the pack began to sort out, but McBee was the clear leader into turn three on the first lap. Kevin Crowley had his Rotax in the middle of the battle for third with Johnson and Cahoon. As the race progressed McBee continued to wing it in the lead. Crowley was dropped to fourth and Higuera worked his way into second. At the checkers it was McBee, Higuera, Cahoon and Johnson.

In the 250cc and 500cc Junior class races Dan Hart and Lonnie Pauley battled wheel to wheel every lap. For many laps of the 250cc heat race Pauley led but was under constant pressure from Hart until Hart bobbled and Perry Lang got by. At the checkers it was Pauley, Lang, Hart and Greg Enyart.

The final was handlebar to handlebar the entire distance with Pauley and his Yamaha two-stroke getting a narrow victory over Hart. Pauley is sponsored by J&J Trucking, Bob Bastiney Racing, K.C. Supplies and Yamaha of Salinas. When the green light flashed to start the 500cc Junior final Michelle DiSalvo grabbed the holeshot and held the point for one lap before being engulfed by the pack. By lap two the battle between Pauley and Hart developed while Jeff Eklund, brother of former Grand National Champion Steve Eklund, worked his way out of the pack and was a race-long third. At the checkers it was again Pauley by a slight margin over Hart.

Pauley and Hart also raced in the 600cc Junior class but were beat in the final by Nick Stevens on his Fox Factory, Corbin Saddles and Granite Construction-sponsored Yamaha. Pauley managed a second place and close on his heels was Hart.

Results

P/W 50: 1. Kenny Heess (Yam); 2. Rylan Hansen (Yam); 3. Bryan Grier (Yam).

MINI 60 NOV: 1. Curtis Peebles (Kaw); 2. Lesley Peterson (Kaw).

MINI 80 NOV: 1. Junior Alvernaz (KTM); 2. Curtis Peebles (Kaw); 3. Jeremy Twitt (Kaw).

MINI 80 JR: 1. Greg Miller (Kaw); 2. Gary Miller (Kaw).

MINI 80 EX: 1. Brian Sgheiza (Kaw); 2. Johnny Murphree (Kaw); 3. Shaun Russell (Yam); 4. Robert Stevenson (Kaw).

250 NOV: 1. Aaron Twittt (kaw); 2. William Luker (Hon); 3. Don Wilhite (Yam); 4.James Barrow (Hon); 5. Doug Flinch (Kaw).

T/W NOV: 1. John Brillhart (Hon); 2. Mike Dias (Hon); 3. Robert Hall (Hon); 4. Michael Tucker (Hon).

250 JR: 1. Lonnie Pauley (Yam); 2. Dan Hart (Kaw); 3. Perry Lang (Yam); 4. Gregory Enyart (Yam).

500 NOV: 1. Larry Crawford (Yam); 2. John Pierce (Yam); 3. Keith Rainaud (Yam); 4. Robert Robinson (Hon); 5. Mike Bettencourt (Hon).

500 JR: 1. Lonnie Pauley (Hon); 2. Dan Hart (Kaw); 3. Jeff Eklund (Yam); 4. David Freeze (Yam); 5.Kenny Waag (Hon).

VET: 1. Kevin Crowley (Rtx); 2. Gordon Rudy (Hon); 3. Tom DiSalvo (Yam); 4. Bobby Ingle (Yam).

PHOTO BY JOE McKAY

Jon Roberts (71) defeated Joey Cole to win the Class Three endurance race at Florida's Sebring International; Roberts also topped GP 3.

600 JR: 1. Nick Stevens (Yam); 2. Lonnie Pauley (Hon); 3. Dan Hart (Kaw); 4. Steven Grier (Yam); 5. Adam Enticknap (Yam).

600 EX: 1. Allon McBee (Hon); 2. Jimmy Higuera (Rtx); 3. Danny Cahoon (Yam); 4. Craig Johnson (Hon); 5. Joe Carrera (Yam).

Caraway, Roberts battle at Sebring RR

By Joe McKay

SEBRING, FL, NOV. 12

Robert Caraway captured the Class Four Endurance, Grand Prix Four and finished in second place in the Shoot-Out features for top honors at the Sebring International Racing Facility in central Florida. Jon Roberts of Team Toomer fame rode his Yamaha FZR600 to victory in the Endurance Three class and the Grand Prix Three class. Rick Herndon gathered up top rider honors in the Class Five Endurance feature and the Modified Five class.

The day's racing started with the combined Endurance One, Two and Three classes. Roberts quickly put his Yamaha out in front and established a six-second lead over the rest of the field. On the fourth lap, Joey Cole broke out of the pack and started to pursue Roberts. Cole, on his Yamaha TZ250, found the very tight Sebring course well-suited to his light and very fast TZ. In one lap, Cole closed up on Roberts to challenge for the lead. Over the next 14 laps the lead was exchanged on every lap. Cole, despite a slipping clutch and fading brakes, never relented and battled with the wily Roberts to the last turn. Roberts' advantage came out of the last turn before the checkers, his FZR responded to the first-gear corner better than Cole's TZ. At the flag it was Roberts by a bike length.

Roberts was later heard saying, "That was a great race; who is that guy?" Roberts is sponsored by Team Toomer, Tsubaki Chain, Shoei helmets, Avon Tires, D&D Exhaust, Kal-Gard lubricants, Barnett Clutch, Fox Shocks, Woody Kyle Racing and Yamaha Motor Corporation.

Caraway, riding his Suzuki GSXR750, battled with Herndon early in the Class Four and Five combined Endurance feature, with Herndon and his powerful GSXR coming out on top. Caraway took second overall and top honors in Class Four, then came back to finish first in the Grand Prix Four feature, first in Modified Four, and captured a second place in the five-lap Shoot-Out. Caraway is self sponsored by Central Florida Concrete Company, with special thanks to Cycle Riders of Orlando and Mitch Marqui for their help.

Novice rider Todd Keesee, a known hole-shot artist, powered his Honda CBR600 to the front of the Modified Three class and never looked back as he went wire-to-wire with a very strong field of riders behind him. Expert rider Tom Francis, who worked his way through the field, closed the gap twice on Keesee, but ran out of time to make a serious change. Francis led the Expert class home and had a great finish in the Grand Prix Three feature, finishing two bike lengths behind Roberts.

Grand Prix Two action pitted Cole against Mike Barnes and James Ronan in the battle of the 250s. Cole led the first two laps but had to give way to the hard-charging Barnes as his clutch started to fade. Barnes cruised to an easy win while Cole held on to second with Ronan in third.

The five-lap Shoot-Out started with Herndon in the lead followed by Caraway, Paul Schwemmer, Chip Terrell and Kyle Spradlin. On lap three, Herndon overshot turn nine, and then Caraway missed a corner handing the lead to eventual winner Chip Terrell. Caraway fought back for second just ahead os Schwemmer and Barnes.

Results

CL 5: 1. Rick Herndon (Suz); 2. Glenn Barry (Suz); 3. Jim McGrath (Suz).

CL 4: 1. Robert Caraway (Suz); 2. Kyle Spradlin (Suz); 3. Todd Johnson (Suz); 4. Bill Bannon (Suz); 5. James McConnell (Suz).

CL 3: 1. Jon Roberts (Yam); 2. Joey Cole (Yam); 3. Mike Barnes (Yam); 4. Steve Poneleit (Hon); 5. Jim Ronan (Yam).

MOD 2 NOV: 1. Mike Ronan (Yam); 2. Rich Kemman (Yam); 3. Doug Batson (Hon); 4. David Batzer (Yam); 5. David Murphy (Yam).

MOD 3 EX: 1. Tom Francis (Yam).

MOD 3 NOV: 1. Todd Keese (Hon); 2. Mike Luke (Yam); 3.Lee Pounders (Hon); 4. Calhoun (Yam); 5. Chris Damien (Hon).

MOD 4 EX: 1. Robert Caraway (Suz); 2. Chip Terrell (Suz); 3. Kyle Spradlin (Suz); 4. Paul Schwemmer (Hon).

MOD 4 NOV; 1. Todd Johnson (Suz); 2. Mike Fitzpatrick (Suz); 3. James McConnell (Suz).

MOD 5 EX: 1. Rick Herndon (Suz).

GP 2 EX: 1. Mike Barnes (Yam); 2. Joey Cole (Yam); 3.Jim Ronan (Yam); 4. Day.

GP 2 NOV: 1. Rich Kemman (Yam); 2. Doug Batson (Hon); 3. David Batzer (Yam).

GP 3 EX: 1. Jon Roberts (Yam); 2. Tom Francis (Yam).

GP 3 NOV: 1. Mike Luke (Yam); 2. Todd Keesee (Hon); 3. Lee Pounders (Hon).

GP 4 EX: 1. Robert Caraway (Suz); 2. Kyle Spradling (Suz); 3. Paul Schwemmer (Hon); 4. Chip Terrell (Suz); 5. James McGrath (Suz).

VINT: 1. Joe Drost (Hon); 2. Bannon.

Manchester takes Inland Speedway win

By Scott Daloisio

SAN BERNARDINO, CA, NOV. 19

Sixteen-year-old Chris Manchester won the Intermediate main event for the second time in a row at Inland Motor Speedway. In doing so, Manchester took over sole possession of first place in the Sportsman Speedway Association point standings.

Manchester won his heat from the 30 yard line. Then the Hesperia, California teenager lined up for the main alongside 15-year-old Brent Werner and Mike "Pops" Dwyuer. When the race began PPT 500 riding Erich Fertschneider beat Jeff Hoyt off the 10 yard line. Fertschneider set up a lead that he held for close to half the race.

From the 30, Manchester got the best start. He sliced his way through the field and took second off mechanic Bobby Stillwell on lap two. Manchester ate up the territory between himself and leader Fertschneider and on lap three, he flew by for the lead.

Dwyer took Fertschneider for second on lap five, but by that time Manchester had run away for an easy victory. Werner caught Dwyer on the last lap to place second.

After the conclusion of the six-lap race, Brian King, head of SSA said, "That is it for Manchester in the Intermediate class. The kid is going too good. He is moving up to Expert the next time out."

In the Expert class, second year rider Kevin Jordan wrestled the lead away from Gary Ackroyd on lap three. The Weslake rider then went on to post his first triumph of the winter. Josh Larsen, winner of the series opener, came from the back yardage on his Weslake to pass Ackroyd on the last lap for second. Ackroyd maintained third with Don "Too Tall" Odom fourth.

Scott Thurlow won the Novice class main. John Aden, celebrating his 17th birthday, placed second on a two-valve Jawa. John O'Neil finished third.

In the Juniors, Chris Werner broke while pacing the "A" main. That left five riders to scramble for the lead. With a last second burst, Heath Hammonds nipped Aaron Matteson at the line. Third went to Matteson's twin brother Ryan. Danny Banfield held off the persistent charges of Michael Hull to win the Junior B main. First time rider Timmy Cochren placed third. ●

Results

EX: 1. Kevin Jordan (Wes); 2. Josh Larsen (Wes); 3. Gary Ackroyd (Gdn); 4. Don Odom (Wes); 5. Kelcey Gordon (Wes).

INT: 1. Chris Manchester (GM); 2. Brent Werner (Gdn); 3. Mike Dwyer (Wes); 4. Erich Fertschneider (PPT); 5. Jeff Hoyd (Jaw).

NOV: 1. Scott Thurlow; 2. John Aden; 3. John O'Neil; 4. Greg Simonet; 5. Jon Aitken.

JR A: 1. Heath Hammonds; 2. Aaron Matteson; 3. Ryan Matteson; 4. Pete Peralta; 5. Chris Werner.

JR B: 1. Danny Banfield; 2. Michael Hull; 3. Timmy Cochren; 4. Amber Kossuth.

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UPS Daily

GFI California Winter Series
NORTH-SOUTH SHOWDOWN

NORTH
Sandhill Jan. 7th
Prairie City Jan. 14th
Huron Jan. 21st
Silver State Jan. 28th
Sandhill Feb. 4th

SOUTH
Perris Dec. 31st
Carlsbad Jan. 7th
Perris Jan. 14th
LACR Jan. 21st
Perris Feb. 4th

NORTH - SOUTH SHOWDOWN
Huron Feb. 17 and 18th
Perris Feb. 24 and 25th
(AWARDS PRESENTED)

Why did...
RICKY JOHNSON
JEFF STATON
RON LECHIEN
JOHNNY O'MARA
DAMON BRADSHAW
JEFF MATIASEVICH
Participate in the 1989 GFI California Winter Series?????
It's "best" you find out why...be part of the NEW GENERATION ride the 1990 GFI California Winter Series NORTH-SOUTH SHOWDOWN
INFO SOUTH (714) 788-5853 INFO NORTH (209) 673-8080
HONDA $90,000 in Contingencies
Kawasaki $70,000 in Contingencies
DUNLOP PRO CIRCUIT AK
Bogesen MAXIMA WHITE answer

calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/25/90 Suzuka, Japan
4/8 Laguna Seca, CA/USA
4/22 Rio de Janiero, Brazil
5/13 Jarama, Spain
5/20 Misano, Italy
5/27 Nurburgring, W. Germany
6/10 Salzburgring, Austria
6/17 Rijeka, Yugoslavia
6/30 Assen, Holland
7/8 Spa, Belgium
7/22 Le Castellet, France
8/5 Donington Park, England
8/12 Anderstorp, Sweden
8/26 Brno, Czechoslovakia
9/2 Hungaroring, Hungary
9/16 Sydney, Australia

World C'ship Superbike Road Race Series

3/18/90 Jerez, Espana
4/16 Donington Park, England
4/29 Hungaroring, Hungary
5/6 Hockenheim, W. Germany
5/20 Rio de Janiero, Brazil
6/3 Mosport, Canada
6/10 Brainerd, MN/USA
7/1 Ossterreichring, Austria
8/26 Sugo, Japan
9/9 Le Mans, France
10/7 Misano, Italy
11/4 Shah Alam, Malaysia
11/11 Oran Park, Australia
11/18 Manfeild, New Zealand

World C'ship Endurance Road Race Series

4/22/90 Le Mans, France
7/22 Suzuka, Japan
8/12 Spa, Belgium
9/23 Le Castellet, France

World C'ship 500cc MX Series

4/1/90 Valkenswaard, Holland
4/29 Payerne, Switzerland
5/6 Sittendorf, Austria
5/13 Brou, France
6/10 Ruskeasanta, Finland
6/24 Montevarchi, Italy
7/8 Hawkstone Park, England
7/15 Goldbach, W. Germany
7/29 Baldasserona, San Marino
8/5 Namur, Belgium
8/12 Kohlenberg, Luxembourg
8/26 San Bernardino, CA/USA

World C'ship 250cc MX Series

4/22/90 Schwanenstadt, Austria
4/29 Maggiora, Italy
5/13 Nykoping, Sweden
5/20 Kuopio, Finland
5/27 Dalecin, Czechoslovakia
6/10 Markelo, Holland
6/17 Gimont, France
6/24 Lommel, Belgium
6/31 Rothenthurm, Switzerland
7/15 Unadilla, NY/USA
7/22 Maracay, Venezuela
8/26 Bielstein, W. Germany

World C'ship 125cc MX Series

4/1/90 Campos de Jordao, Brazil
4/8 Cosquin, Argentina
4/22 Cingoli, Italy
5/6 Halle, Holland
5/20 Holice, Czechoslovakia
6/10 Ernee, France
6/17 Laubus Eschbach, W. Germany
6/24 Farleigh Castle, England
6/30 Killinchy, Ireland
7/29 Wohlen, Switzerland
8/5 Agueda, Portugal
8/12 TBA/Spain

World C'ship Observed Trials Series

3/18/90 Glendalough, Ireland
3/25 MerthyrTidfil, England
4/22 TBA/Arizona/USA
4/29 Vancouver, Canada
5/20 Bilstain, Belgium
5/27 Osnabruck, W. Germany
6/10 Bjorkvik, Sweden
6/17 Tampere, Finland
7/1 Viella, Spain
7/8 Modena, Italy
8/26 Myslenice, Poland
9/9 Grimialp, Switzerland

ICE/Budweiser World C'ship Ice Speedway

1/11-13/90 Tucson, AZ
Info 602/299-0206.

CMA Canadian Nat'l Outdoor Ice Race Series

1/20-21/90 Gravenhurst, Ontario, CAN
1/27-28 St. Narcisse, Quebec, CAN
2/3 Aylmer, Quebec, CAN
2/11 Val D'Or, Quebec, CAN
2/18 Repentigny, Quebec, CAN
Info 416/522-5705

AMA Amateur Nat'l C'ship Ice Race

1/27-28/90 Albright Shores, MI
Info 517/835-9355

AMA Nat'l C'ship Road Race Series

3/2-11/90 Daytona Beach, FL
5/4-6 Braselton, GA
6/15-17 Loudon, NH
6/29-7/1 Elkhart Lake, WI
7/7-8 Miami, FL
8/3-5 Lexington, OH
8/24-26 Portland, OR
9/7-9 Topeka, KS

AMA/Camel Nat'l C'ship SX Series

1/27/90 Anaheim, CA
2/3 Houston, TX
2/10 San Diego, CA
2/17 Seattle, WA
2/24 Atlanta, GA
3/10 Daytona Beach, FL
3/17 Las Vegas, NV
3/24 Pasadena, CA
4/7 Dallas, TX
4/21-22 Pontiac, MI
4/28 Tampa, FL
5/12 Charlotte, NC
5/19 E. Rutherford, NJ
6/2 Foxboro, MA
6/10 Oklahoma City, OK
6/16 San Jose, CA
6/23 Los Angeles, CA
Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

3/4/90 Gainesville, FL
4/1 Sacramento, CA
5/6 Axton, VA
5/27 Mt. Morris, PA
7/8 Buchanan, MI
7/22 Southwick, MA
7/29 Troy, OH

AMA 125/500cc Nat'l C'ship MX Series

8/12/90 Washougal, WA
8/19 Millville, MN
9/2 Binghamton, NY
9/30 Delmont, PA
10/7 Budds Creek, MD
10/14 New Berlin, NY
Info 614/891-2425

USA National Arenacross Series

1/12-14/90 Odessa, TX
3/2-4 Austin, TX
Info 704/784-8127

SETRA C'ship Enduro Series

1/14/90 Charleston, SC
1/28 Sumpter, SC
2/18 Clinton, SC
3/4/Pelion, SC
3/11 Maxeys, GA
4/1 Lenoir, NC
4/15 Palatka, FL
4/29 Lake City, FL
Info 404/532-6832

SETRA C'ship Hare Scramble Series

2/11/90 Maxeys, GA
2/25 Sumter, SC
3/25 Bremen, GA
4/TBA Cullman, AL
Info 404/987-4094

Mid-South C'ship Hare Scrambles Series

12/3 Fordsville, KY
12/17 Clarksville, TN
1/14/90 Lexington, TN
2/25 Jacks Creek, TN
3/18 Centerville, TN
4/7 Paris, TN
Info 615/331-1475

AHRMA Vintage Trials Series

12/10 Kettleman, CA
Info 217/568-7764

ATA C'ship Trials Series

12/2 Schreiber Cup Lucerne, CA
12/3 El Trial de Espana Lucerne, CA

ARRA C'ship Series

12/16-17 Willow Springs, CA
1/20-21/90 Willow Springs, CA
2/17-18 Willow Springs, CA
3/17-18 Willow Springs, CA
4/14-15 Willow Springs, CA
5/19-20 Willow Springs, CA
6/16-17 Willow Springs, CA
7/14-15 Willow Springs, CA
8/18-19 Willow Springs, CA
9/15-16 Willow Springs, CA
10/20-21 Willow Springs, CA
11/17-18 Willow Springs, CA
12/15-16 Willow Springs, CA
Info 805/966-5700

NWMA C'ship Off-Road Series

12/3 Shelton, WA
Info 206/943-1559

FGPRA C'ship Road Race Series

12/17 Sebring, FL
Info 813/665-4098

Florida Winter AMA Motocross Series

12/30-31 Gainesville, FL
1/6-7/90 Tallahassee, FL
1/13-14 Dade City, FL
1/20-21 Ocala, FL
1/27-28 Gainesville, FL
Info 813/822-8929

SCORE Int'l Off-Road Series

5/11-13/90 Off Road World C'ships Phoenix, AZ
Info 818/889-9216.

PITS C'ship Trials Series

12/10 Patterson, CA
Info 209/293-4768

Sabine Enduro Circuit

3/4/90 Austin, TX
4/22 Nacogdoches, TX
5/6 North Central, TX
Info 409/722-7926

South Texas C'ship Hare Scrambles Series

12/3 Hidden Valley, TX ***
12/10 Bastrop, TX **
1/14/90 Zars, TX ***
1/28 Bandera, TX *
Info * Austin Motosports Assn. 512/282-0819
** Trail Riders of Houston 713/251-7339
*** Dirt Bikers of San Antonio 512/438-7594

CMC Golden State MX Nat'ls

1/5-7/90 Los Angeles, CA
1/13-14 San Bernardino, CA
1/20-21 Rancho Cordova, CA
1/27 Adelanto, CA
1/28 Carlsbad, CA
2/3-4 Brentwood, CA
2/11 Marysville, CA
2/18 Adelanto, CA
2/25 San Bernardino, CA
Info 714/261-6116

AMA SANCTIONED
El Trial de España
TWENTIETH ANNUAL
GIANT RAFFLE!
DECEMBER 3RD
Lucerne Valley, CA
Regular ATA Classes plus Press & Industry and Non-Trials Bike Classes
CUSTOM BRONZE 1st PLACE EXPERT TROPHY (valued at $700.00)
Entry: $20.00 Spectators Free!
Sign-up 8:30 A.M. Trial Begins 10:00 A.M.
Good Spectator Access/Overnight Camping
For Info: (213) 943-4415
A PERCENTAGE OF THE PROCEEDS WILL BE DONATED TO DISTRICT 37 LEGAL FUND.

PLUS AT SAME LOCATION!
Schreiber Cup
Saturday
December 2nd
Presented By V.O.T.E.
Expert/Support Classes
Also
Experienced Novice Class
Entry Fee: $20.00
Sign-Up: 8:30 A.M.
Trial Begins: 10:00 A.M.
Info: (818) 352-5920

FAMILY ENDURO
ALL ROADS LEAD TO...
Lucerne Santa Claus

Dec. 10
CRC Points
SCEC Points
AMA SANCTIONED
Get On The Road!
Info: (714) 689-6114

DCR PRESENTS
SANTA CROSS GP
Glen Helen ORV Park
AMA

Info 714-371-6333
Dec 3rd

WILLOW SPRINGS INTERNATIONAL RACEWAY
American Road Racing Association
Miller High Life F1 GP Series
REMEMBER! 3rd Sunday Each Month Throughout 1990
Next Race: December 16-17, 1989
Info: (805) 256-2471

ICE
INTERNATIONAL CHAMPIONSHIP EVENTS
WORLD CHAMPIONSHIP ICE RACING
BUDWEISER INDOOR SPEEDWAY ICE RACING WORLD CHAMPIONSHIP
JANUARY 11-13, 1990
TCC ARENA, TUCSON, AZ
Tickets By Phone: (602) 791-4836
Hotel Reservations: (602) 741-1170
I.C.E., P.O. BOX 18233, TUCSON, AZ 85731, (602) 299-0206

Motocross Northwest Winter Series

12/1-2	Salem, OR
12/3	Roseburg, OR
12/8	Ridgefield, WA
12/9	Woodland, WA
12/10	Albany, OR
12/15-16	Salem, OR
12/17	Eugene, OR
12/22	Ridgefield, WA
12/29-30	Salem, OR
12/31	Eugene, OR
1/5/90	Ridgefield, WA
1/6	Woodland, WA
1/7	Albany, OR
1/12-13	Salem, OR
1/14	Eugene, OR
1/19	Ridgefield, WA
1/20	Woodland, WA
1/21	Roseburg, OR
1/26-27	Salem, OR
1/28	Eugene, OR
2/2	Ridgefield, WA
2/3	Woodland, WA
2/4	Albany, OR
2/9-10	Salem, OR
2/11	Eugene, OR
2/16	Ridgefield, WA
2/17	Woodland, WA
2/23-24	Salem, OR
2/25	Eugene, OR
3/2	Ridgefield, WA
3/3	Woodland, WA
3/4	Albany, OR
3/9-10	Salem, OR
3/16	Ridgefield, WA
3/17	Woodland, WA
3/18	Albany, OR
3/18	Roseburg, OR
3/25	Eugene, OR
3/31	Woodland, WA
4/14	Woodland, WA
4/22	Albany, OR
4/28	Woodland, WA

Info 503/928-4474

GFI California Winter Series North-South Showdown

12/31	Perris, CA
1/7/90	Brentwood, CA
1/7	Carlsbad, CA
1/14	Rancho Cordova, CA
1/14	Perris, CA
1/21	Huron, CA
1/21	Palmdale, CA
1/28	Reno, NV
2/4	Brentwood, CA
2/4	Perris, CA
2/17-18	Huron, CA
2/24-25	Perris, CA

Info 714/788-5853

DECEMBER						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

December 1

GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.

December 1-2

OREGON MOTOCROSS
Motocross Northwest Winter Series. Salem Arenacross, Salem. Info 503/928-4474.

December 2

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA TRIALS
ATA C'ship Series. Schreiber Cup, Lucerne. Info 213/326-8755.
CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
R & R Rascing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Rceway, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

December 2-3

CALIFORNIA MINI ROAD RACE
NMA Endurance Mini Road Race. Adams Kart Track, Riverside. Info 213/868-8112.
OREGON ICE SPEEDWAY
• ICE North American Ice Spdwy C'ship. Portland Memorial Coliseum, Portland. Info 602/299-0206.

December 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/669-4572 or 647-5612.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA GRAND PRIX
AMA/D-37/DCR Santa Cross. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CMC/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Here Comes Santa Short Course & Team. Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA TRIALS
ATA C'ship Series. El Trial de Espana, Lucerne. Info 213/326-8755.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Fall Series. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Salinas Ramblers. Clear Creek area, Ramblers Campground, Coalinga. Info 408/394-6294.
CALIFORNIA SPEEDWAY
Sportsman Speedway Assn. Inland Motor Speedway, San Bernardino. Info 714/880-1733.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
GEORGIA MOTOCROSS
Whitesburg MX Club, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-0413 or 788-8227.
GEORGIA HARE SCRAMBLES
AMA/SETRA. King Kelly Wings & Wheels, Inc. Fort Gaines. Info 404/920-1033.
INDIANA HARE SCRAMBLES
D-15. Plymouth Black Hawks, Burr Oak. Info 219/259-0103 or 842-2224.
KANSAS HARE SCRAMBLES
KORR C'ship Series 2-Man HS. Jeeps. Info 316/945-8221.
KENTUCKY HARE SCRAMBLES
Mid South C'ship Series. Fordsville. Info 615/331-1475.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
AMA/D-7. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MEXICO MOTOCROSS
Sucro. MX Ensenada, Ensenada, Baja California. Info 619/423-0073.
MISSISSIPPI MOTOCROSS
Jenkins Creek MX Park, Liberty. Info 504/748-3407.
NEVADA MOTOCROSS
Marathon event. Silverstate Raceway, Carson City. Info 702/266-3772.
NEVADA GRAND PRIX
Santa Claus Grand Prix. Las Vegas MX Park, Henderson. Info 702/365-1080.
OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON MOTOCROSS
MXNW Winter Series. Clarks Branch MX, Roseburg. Info 503/863-5321.
SOUTH CAROLINA MOTOCROSS
• Winter Series Warm Up. Camp Coker Motorsports Park, Society Hill. Info 803/378-4715.
TENNESSEE MOTOCROSS
Boyd's Creek MX, Inc./Volunteer Riders, Inc. Race for Santa Benefit. Boyd's Creek MX Park, Sevierville. Info 615/453-8947 or 453-8547.
TEXAS VINTAGE MX
Texas Vintage Racing Club. Vintage Iron Fall MX Series. Burleson MX, Burleson. Info 817/577-2437.
TEXAS HARE SCRAMBLES
South TX C'ship Series. DBSA. Hidden Valley. Info 512/438-7594.
TEXAS TRIALS
Central Texas Trials Assn. City Park, Austin. Info 512/244-2844.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. PSER. Shelton. Info 206/943-1559.

December 8

GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.
WASHINGTON MOTOCROSS
MXNW Winter Series. Clark County Arenacross, Ridgefield. Info 503/661-6813.

December 8-10

OHIO MOTOCROSS
• AMA/Action Sports Promotions. Coors Indoor MX C'ship Series. Fairgrounds, Columbus. Info 614/594-MOTO.

December 9

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA SHORT TRACK
• Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX, Woodland. Info 503/543-6028.

December 9-10

GEORGIA ROAD RACE
• Winter Series, Round #1. AMA/CCS. Roebling Road Raceway, Savannah. Info 704/684-4297.
MICHIGAN MX/MUD BOG
NMA/MI MX Assn./Bob Farmer Memorial Fund. Civic Center, Lincoln Park. Info 313/582-0179.

December 10

ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/669-4572 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/Dirt Diggers MC. Charlie's Place, Red Mountain. Info 619/376-2128.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Fall Finale. Sunrise Valley Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA GRAND PRIX
Coast Racing/2nd Annual Brad Lackey Christmas GP. Carlsbad Raceway, Carlsbad. Info 619/722-3292.
CALIFORNIA ENDURO
SCEC Family Enduro. Anderson Dry Lake, Lucerne Valley. Info 714/689-6114.
CALIFORNIA TRIALS
PITS C'ship Series. St. Dabnik Trial, Frank Raines. Info 209/293-4768 or 916/753-2519.
CALIFORNIA MOTOCROSS
• Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-36. Marathon. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
GEORGIA MOTOCROSS
Rough Riders MX Track, Rome. Info 404/234-7561 or 295-1901.
GEORGIA MOTOCROSS
Hillbilly Hills, Roberta. Info 912/836-4400 or 836-4234.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
AMA/D-7. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Rolling Hills MX, McComb. Info 504/664-4297 or 601/684-2471.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
Final. Silverstate MX, Carson City. Info 702/266-3772.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders Raceway, Harpursville. Info 607/729-5395.
NORTH CAROLINA MOTOCROSS
Silver Creek MX. Harris Speedway, Harris. Info 704/584-2808.
OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/756-8601 or 468-3213.
OHIO HARE SCRAMBLES
CRA. Salem MC, Salem. Info 216/427-6645.
OREGON MOTOCROSS
MXNW Winter Series. Albany Supercross, Albany. Info 503/928-4474.

AMATEUR NATIONAL
CHAMPIONSHIP ICE RACE
ALBRIGHT SHORES, MI
JAN. 27-28, 1990
AMA SANCTIONED
Ice Racing — Motorcycles, Quads
Racing Starts at Noon Both Days

Deadline for pre-entry: Midnight Jan. 19, 1990
Hosted by: Polka Dots M/C, Valley Trail Rider M/C, Tri-City Comp Club
For Info Call: Jack (517) 835-9355
Write to: Ice Race, 4820 Mac St., Midland, MI 48640

VOLUNTEER RIDERS presents THE BOYD'S CREEK HARE SCRAMBLES
Sunday, December 10, 1989
S.E.T.R.A. Hare Scrambles Points Event
RAIN or SHINE!
Race will go on!!
Course is rideable by all levels
KNOXVILLE, TENNESSEE
AMA AMERICAN MOTORCYCLIST ASSOCIATION
For Information Call:
Days: (615) 947-6114
Nights: (615) 453-9247

THE DIRT DIGGERS M/C AMA D37
4th ANNUAL winter hare HARE SCRAMBLES
SUNDAY, DECEMBER 10th
10 A.M. START CHARLIE'S PLACE
2 Fun 35 Mile Loops
QUADS Welcome - 1 loop only, separate start
(4WHL must be 16 yrs or older)
Beginner, Women Novice
& Super Senior Novice - 1 loop only
Limed from Searles Station & Trona Rd.
For More Info (619) 376-2128
Finisher Pins I.R.R.C.
Entry $17.00
AMA Membership Mandatory - No riders under 12 yrs.
Green Stickers & Spark Arrestors Required

District #37 Referee
Dave Kersting (213) 376-1329
On all off road events, Green Stickers & Spark Arrestors are required. As of Jan. 1, 1989, NO 3-Wheel ATVs will be allowed.
A.M.A. membership is required.
Presence of Parent or legal guardian may be required for minors to race.

Competition Schedule

Date	Club	Event
Dec. 10	Dirt Diggers Location: Red Mtn. at Charlie's Place Info: Jim Clark (619) 376-2128 Jerry (213) 829-1138	Hare Scrambles
Dec. 17	Check Point Enduro M.C. Location: Limed from 395 at Trona Road Info: Sam/Dana (213) 438-6527 Grant (714) 643-9108 Pete (805) 496-6057	Enduro

Please call each club prior to the race weekend to verify location, etc.

Road & Dual Sport Schedule
Info: (818) 249-2141
(Point & Non-point events)

Date	Event
Dec. 3	ABATE Christmas Toy Run Mt. Vernon Shopping Center on Mt. Vernon Ave., Colton Call Gene (714) 868-4335
Dec. 17	U.C.I. Toy Run Meet 212 E. Elk Lane, Santa Ana Call Don (714) 730-5577 Tom (213) 865-4508

2nd ANNUAL BRAD LACKEY CHRISTMAS GRAND PRIX
December 10, 1989
Carlsbad Raceway, CA
$15,000.00
in Prizes & Contingency Awards
Info: (619) 722-3292

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Round 5
Sun. Dec. 3 Barona Oaks
Round 6
Sun. Dec. 10 Sunrise Valley Cycle Park
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Motorcycle Safety Foundation

TENNESSEE HARE SCRAMBLE
AMA/SETRA C'ship Series/ Volunteer Riders MC. Boyd's Creek MX, Sevierville. Info 615/453-9247.
TEXAS HARE SCRAMBLES
South TX HS C'ship Series. Trail Riders of Houston. Info 713/251-7339.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.

December 15-16

OREGON MOTOCROSS
MXNW Winter Series. Salem Arenacross, Salem. Info 503/928-4474.

December 16

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA SHOW
AMA/Fudpucker Racing Team/ RLH Communications off Road Show & Start positions for Dunaway Dash. National City. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.

December 16-17

CALIFORNIA ROAD RACE
• ARRA. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.

December 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA MOTOCROSS
Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• CMC/WMXA. Women's Nationals. Barona Oaks, Ramona. Info 818/842-1548 or 714/651-6122.
CALIFORNIA ENDURO
AMA/D-37/Checkpoint Enduro MC. Bad Mountain Enduro. Searles Station Rd, Red Mountain. Info 213/438-6527 or 714/643-9108.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
GEORGIA MOTOCROSS
Whitesburg MX Club, Whitesburg. Info 404/942-5930.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
Budds Creek MX Park, Leonardtown. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Jenkins Creek MX Park, Liberty. Info 504/748-3407.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC, SDR Raceway, Harpursville. Info 607/729-5395.
NORTH CAROLINA MOTOCROSS
Winter Series Warm-Up. Montrose MX, Raeford. Info 919/875-3805.
OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OREGON MOTOCROSS
MXNW Winter Series. Eugene MX Track, Eugene. Info 503/686-0661.
TENNESSEE HARE SCRAMBLES
Mid South C'ship Series. Clarksville. Info 615/331-1475 or 615/793-6800.

December 22

WASHINGTON MOTOCROSS
MXNW Winter Series. Clark County Arenacross, Ridgefield. Info 503/928-4474.

December 23

CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.
WASHINGTON MOTOCROSS
MXNW Winter Series. Woodland MX, Woodland. Info 503/543-6028.

December 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.

December 29-30

OREGON MOTOCROSS
MXNW Winter Series. Salem Arenacross, Salem. Info 503/928-4474.

December 30

CALIFORNIA MOTOCROSS
CMC Golden State Warm-Up. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
NEBRASKA SHORT TRACK
K & J Enterprises. Veterans Memorial Auditorium, Des Moines. Info 515/289-2140 or 265-6439.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.

December 30-31

FLORIDA MOTOCROSS
• AMA/Worldsports. 20th Annual Florida Winter AMA Series. Gatorback Park, Gainesville. Info 813/822-8929.

December 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA DESERT RACE
AMA/Fudpucker Racing Team/ Superstition Final. Dunaway Dash III. Plaster City West, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• GFI California Winter Series R-1, State C'ship North-South Showdown. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA STADIUMCROSS
DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
OREGON MOTOCROSS
MXNW Winter Series. Eugene MX Track, Eugene. Info 503/686-0661.

January 1

CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.

January 5

WASHINGTON MOTOCROSS
MXNW Winter Series. Clark County Arenacross, Ridgefield. Info 503/661-6813.

January 5-7

• CMC Golden State MX Nat'ls. Castaic Lake, Los Angeles. Info 714/261-6116.

January 6

CALIFORNIA MOTOCROSS
• GFI Super Saturday. Perris Raceway, Perris. 714/788-5853.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
WASHINGTON MOTOCROSS
MXNW Winter Series. Woodland Winter Track, Woodland. Info 503/667-5701.

January 6-7

FLORIDA MOTOCROSS
• AMA/WorldSports. 20th Annual Florida Winter AMA Series. Hyman Myers Speedway, Tallahassee. Info 813/822-8929.

January 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
• GFI California Winter Series R-2, State C'ship North-South Showdown. Carlsbad Raceway, Carlsbad. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI California Winter Series R-1, State C'ship North-South Showdown. Sandhill Ranch, Brentwood. Info 209/673-8080.
CALIFORNIA ENDURO
SCEC Family Enduro. Charlie's Place, Red Mountain. Info 714/689-6114.
INDIANA ICE RACE
J & M Racing. Clear Lake or South Pine Lake, LaPorte. Info 219/324-7180.
NORTH CAROLINA MOTOCROSS
Silver Creek MX. Harris Speedway, Harris. Info 704/584-2808.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/756-8601 or 468-3213.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OREGON MOTOCROSS
MXNW Winter Series. Albany Supercross, Albany. Info 503/928-4474.
OREGON MOTOCROSS
MXNW Winter Series. Clarks Branch Cycle Park, Roseburg. Info 503/863-5321.

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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone number (with area code)

for more information: _____

Your name: _____

WANT ADS

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Salesperson
Growing Suzuki dealership in Santa Clarita Valley is looking for energetic, aggresssive Salesperson. Salary + commission. Call Ali, (805) 254-2929 or (805) 254-2936. CA. (247-49)

Service Representative
Major motorcycle OEM is now accepting applications for the position of Service Representative. Applicants must have extensive motorcycle dealership experience. A strong technical and service management background is essential. In order to qualify for this position you must be highly motivated, organized and possess exceptional communication skills. A college degree is helpful but not mandatory. Responsibilities of this position include providing detailed technical and management support to dealers within the territory. Applications are now being considered for opportunities in West Coast territories. This position will require extensive travel. Our company offers extremely attractive benefits; excellent salary, business expense account, and a company supplied vehicle. We also provide dental and medical insurance and an excellent retirement program. We also have an extensive training program for new employees. Persons interested in this excellent career opportunity may send their resumes in the strictest confidence to: Cycle News, P.O. Box 498, Long Beach, CA 90801. Dept. N-5. (243/TFN)

Tired Of Turning A Wrench?
If you have 5 years experience and the motivation to share your knowledge, we may have just the career for you. Our rapidly growing training institute, located in Phoenix, AZ and Orlando, FL, are in need of career minded individuals to train as Instructors. Our excellent benefit package includes: *Company funded pension, *Health benefit plan, *Dental benefit plan, *Life Insurance benefit plan. If your interested call Larry Barrington at MOTORCYCLE MECHANICS INSTITUTE, (800) 528-7995 in Arizona, Pete Meyers at (800) 342-9253 in Florida. (246/TFN)

Xmas Help Needed
Temporary full time & permanent help needed for Accessory Sales. Some experience necessary. SUNSHINE CYCLES. Ask for Squeaky, (714) 847-5300. CA. (247-49)

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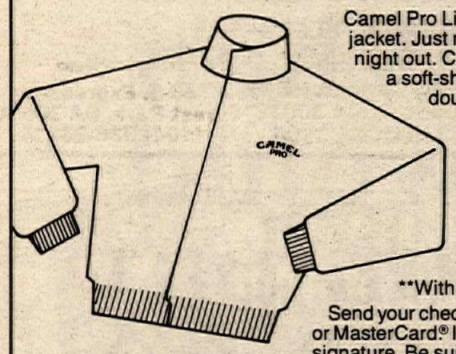

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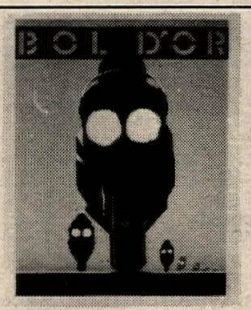

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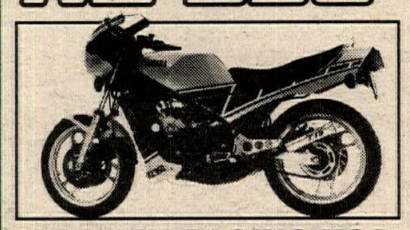

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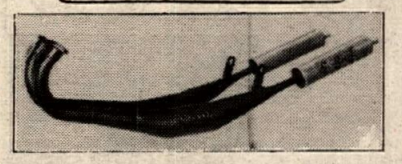

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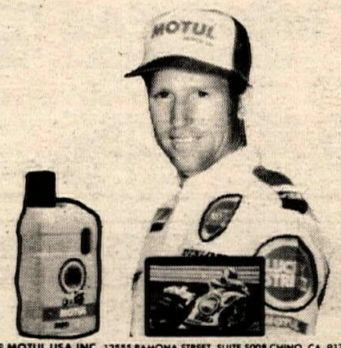

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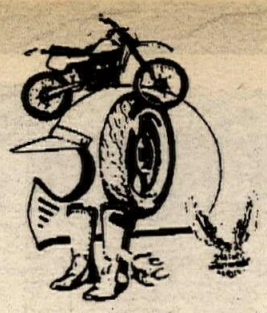

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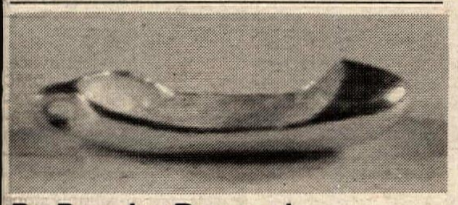

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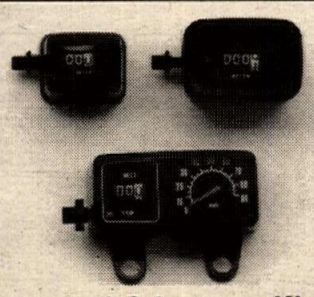

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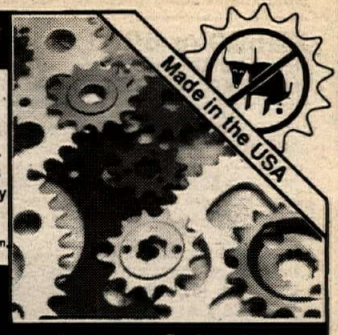

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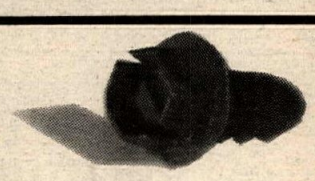

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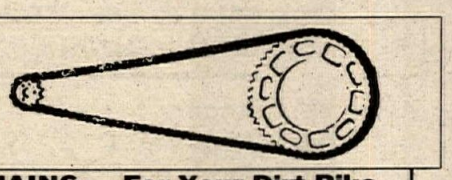

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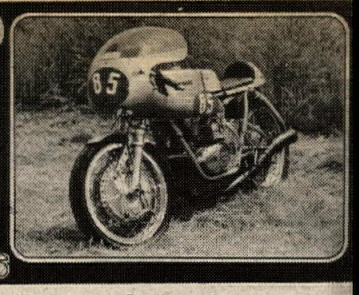

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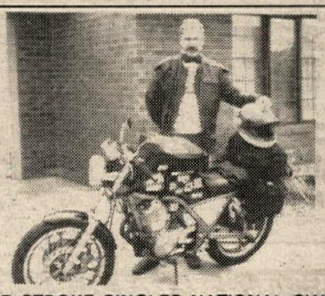

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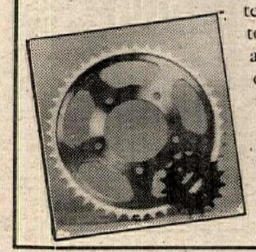

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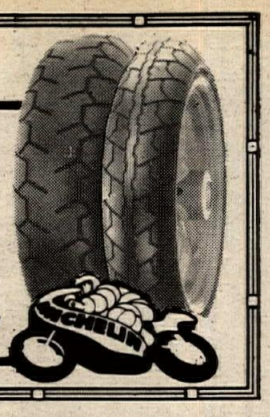

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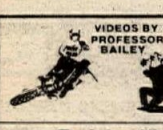

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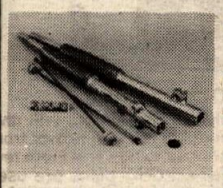

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UPDATE!

Details on Table of Contents Page

In the WIND

BY PAPA WEALEY

(Continued from page 4)

moved to Carlsbad, California, in order to begin a new job at JT Racing. Bailey, who was paralyzed in a practice crash at the beginning of the 1987 season, will work in product design and make custom helmets for JT sponsored riders such as Jean-Michel Bayle as well as develop a few designs for mass production. Bailey will also help design clothing and accessories for triatheletes.

The GFI Racing California Winter Series will consist of two separate series, one for riders in the northern section of California and one for those in the southern portion, with a two-race North-South showdown to determine overall class champions. The North Series begins at Sandhill Ranch in Brentwood on January 7. Perris Raceway in Perris hosts the Southern Series opener on December 31. The first North-South Showdown will take place in Huron on February 17-18 with the finale February 24-25 at Perris.

Honda and Kawasaki are backing the GFI Winter Series with substantial contingencies. Kawasaki is offering $57,600 in Team Green Bucks to amateurs and $40,500 in cash to pros, while Honda will offer $70,000 in Hondaline gift certificates to '89 and '90 CR riders in the top three, with the showdown rounds paying slightly higher. A full set of Hondaline motocross gear will be awarded to Honda riders who take class championships at the end of the showdown. Racers who purchase Hondas before December 31 will also be eligible for paid entry to the GFI Winter Series.

The location for the February 3-4 round of the CMC/Dodge Truck Golden State Nationals has been changed from Sandhill Ranch in Brentwood, California, to the Riverfront Track in Marysville, California.

JPS Norton have signed England's Barry Symmons as their race team manager; Symmons formerly held a similar position with Honda of Great Britain.

Roswell Honda-Suzuki of Atlanta, Georgia, will be hosting a Honda CR demo/fun day at American Honda's southeast headquarters in Alpharetta on December 3 at 10:00 a.m. For more information, call 404/442-8460.

Jay Springsteen will ride for Team Del Amo-Yoshimura, not for Yoshimura-Suzuki as was reported in issue number 46. According to John Winslett, owner of Del Amo Suzuki/Kawasaki in Redondo Beach, California, the three-time AMA Grand National Champion will ride a Suzuki GSXR750 in the WERA Formula USA National Road Race Series, and a Kawasaki ZX7 and ZX6 in AMA Superbike and Supersport races which do not conflict with the WERA series; there is also a strong possibility that Springsteen will compete in an endurance series, perhaps as teammate to teenager Tommy Lynch, who *does* ride for Yoshimura-Suzuki.

Reconstruction of New Hampshire International Speedway (formerly Bryar Motorsports Park) in Loudon, New Hampshire, is now in full swing, and is scheduled to be completed by spring of 1990. Shown here are the one-mile oval and a portion of the 48,000-seat grandstand. The plans also call for a 1.75-mile road course. NHIS will host an AMA National Championship Road Race Series round on June 16-17.

The AMA National Championship Road Race Series round tentatively scheduled for September 22-23, 1990, at Willow Springs International Raceway will now likely be held on October 6-7. The new dates are to avoid conflicts with WERA events, and to allow the racers more travel time between races.

Donny Schmit, the privateer Honda rider who finished fourth overall in the AMA National Championship 125cc MX Series, is headed for the European GPs next season. Schmit has reportedly signed a two-year contract to ride Suzukis and will soon move to Belgium.

Road race tuner Erv Kanemoto may end up working for Wayne Gardner's Rothmans Honda team, according to reports from Europe. Gardner's 1989 crew chief, Stuart Shenton, will reportedly work for Masahiro Shimizu's 250cc GP team in 1990. Kanemoto tuned for World Champion Eddie Lawson in 1989.

Road race tuner Dan Kyle will work for 1987 AMA Battle of the Twins Modified Production Champion Pete Johnson in 1990. Kyle, who tuned for AMA Castrol 250cc competitor Richard Oliver in 1989, is best known as the builder of the Two Brothers Racing Honda/Ducati hybrid called the "Du-Da."

The North American Trials Council (NATC) held its annual meeting earlier this month and released a tentative schedule of AMA/NATC National Championship Observed Trials Series rounds for next year. The opening round will be held in Texas on March 31-April 1, and will be followed by rounds in Arizona, Pennsylvania, Wyoming and Illinois. The 1990 U.S.A. round of the World Championship Observed Trials Series will take place in Texas on April 22. For additional information on the Nationals, call the Tryals Shop at 813/996-3754.

While working off Thankgiving Day's feast, Papa spotted the Swedish-built Husaberg MC501 at a southern California dealership. Built by several former Husqvarna engineers, the Husaberg features a liquid-cooled four-stroke engine, six-speed transmission, disc brakes, White Power upside-down forks, Ohlins rear shock, hardened chromoly steel frame and a semi-wet weight of 239.8 pounds. Unfortunately, a $7500 price tag will prevent many units from being imported.

RESULTS

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Mid-South
Winter Series
Woodbury, TN
Nov. 5
By Mark Hosbach

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Scott Summers
Jeff Austin
250-OPEN A
Mark Thurman
Rod Thurley
Ken Joyce
0-200 A
Barry Brazier
Neal Raggett
Joey Harrell
OPEN B
Robert Adkins
Chris Etheridge
Byron Cannon
250 B
Travis Richey
Jerry Link
Jason Moody
200 B
Barry Riggsbee
Andy Sheffield
Dan Carnes
4-STRK
Ken Arnold
William Bennett
Brian Dickens
SR
John Giles
Ronnie Hackett
Jesse Carter
125 B
Mark Fowler
Kenneth Stallings
Roger Mayes
S/SR
Emmett Cox
Larry Hayes
Jason Dukes
H/TRAIL
Ricky Miller
Phil Stanfil
Robbie Shields
L/TRAIL
Sam Brown
Danny Ledford
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Damion Burkhart Suz
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Gregory Rand Kaw
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Travis McCrary Kaw
125 NOV
Darcy Walther Hon
Mike Welsh Kaw
Mickey Neal Yam
125 B
Roy Randlett Suz
Bradley Strunk Suz
Jim Krauser Hon
250 B
Roy Randlett Suz
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Motocross
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Euless, TX
Nov. 10
By Renee Cordray

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Vernon Patterson Yam
Danny Lurye Hon
Tim Thompson Hon
OVER 30
Larry Massey Yam
Wally Engel Yam
Michael Hassell Hon
Mark Scherer Kaw
50
Micheal Hanna Yam
Ryan Rhoades Yam
Holli Culberhouse Hon
Adam Little Yam
Michelle Hassell Hon
80 BEG
Troy Schleuning Kaw
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80 NOV
David Abshire Hon
80 OPEN
Mark Scherer Jr. Kaw
60
Keith Fletcher Kaw
125 BEG
Rodney Tedder Kaw
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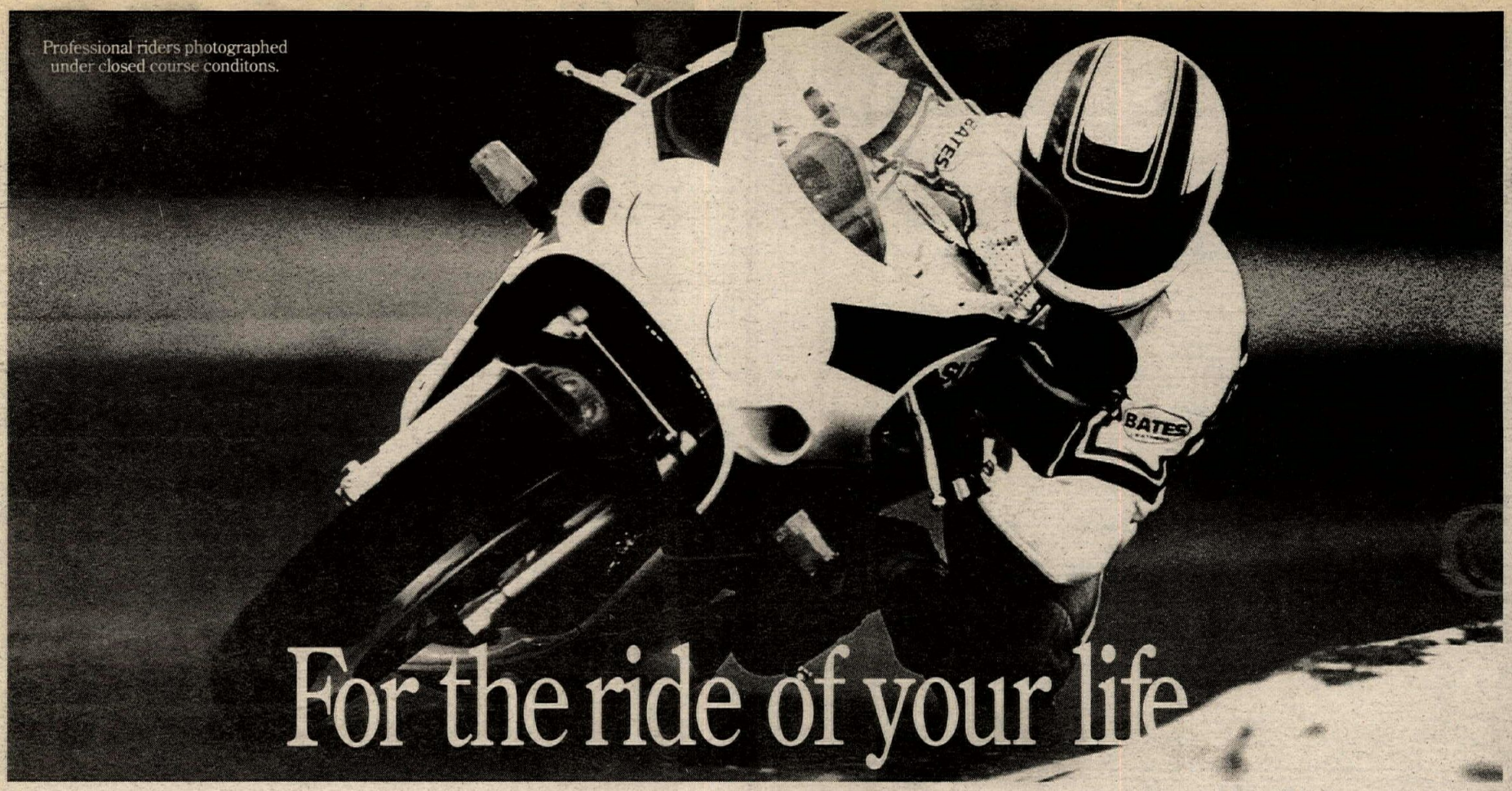

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